VOL. CCXXV, No. 2929
PRICE TWO SHILLINGS

Fit "TripleX"- Regd and be safe

THE SPHERE
With which is incorporated "BLACK & WHITE"
MAY 19, 1956

The SPHERE

with which is incorporated The GRAPHIC

– THE WORLD'S NEWS IN PICTURES

McVITIE & PRICE

Makers of Finest Quality Biscuits

EDINBURGH · LONDON · MANCHESTER

F M

Fortnum & Mason

for the everyday necessity

the occasional extravagance

Lindt

THE CHOCOLATE OF THE CONNOISSEUR

CHOCOLAT LINDT
ROD. LINDT FILS
ESTABLISHED 1879

WETHERALL
bond st sportsclothes

TRADE MARK
"FOURway
BREATHLESSLY SMART
CLEVERCHANGE
BELTED/UNBELTED
topcoats"

HANDTAILORED SADDLESTITCHED "racin plaid"

DOUBLE SIDED "doeskin + cashmere" about 30 GNS.

THE HEAVENLY BLEND OF PURE CASHMERE PURE WOOL

WETHERALL HOUSE, BOND STREET, W.1

By appointment Cyder makers to HER MAJESTY THE QUEEN · THE LATE QUEEN MARY
WILLIAM GAYMER & SON LTD · ATTLEBOROUGH & LONDON

GAYMER'S CYDER

Sparkling, lively flagon cyders for the connoisseur.
Sweet, Dry or Vintage, as you like.

Drambuie

THE DRAMBUIE LIQUEUR CO., LTD., YORK PLACE, EDINBURGH.

WILLIAMS & HUMBERT'S
DRY SACK REGD.
The World Famous Sherry
SPAIN'S BEST

*A*pollinaris is the natural mixer with Scotch...

ask for a Scotch and POLLY

ALL CLASSES OF INSURANCE TRANSACTED

CAR & GENERAL INSURANCE CORPORATION LTD.

83, PALL MALL, LONDON, S.W.1.

PUBLISHING OFFICE: INGRAM HOUSE, 195-198, STRAND, LONDON, W.C.2

Registered as a Newspaper for Transmission in the United Kingdom

FOR POSTAGE RATES SEE FRONTISPIECE

PRICE 2/-

Aromatics are to your car what seven-league boots were to the Giant...

Aromatics are the things in a motor spirit that have extra built-in miles to the gallon...

Aromatics are what National Benzole Mixture has twice as much of

NATIONAL BENZOLE high-aromatic MIXTURE

THE MOST MODERN OF ALL MOTOR SPIRITS

NB47/2

National Benzole Company Limited, Wellington House, Buckingham Gate, London, SW1. (The distributing organisation owned and entirely controlled by the producers of British Benzole)

Firestone

Experience Counts—

27 Factories throughout the world. **Firestone** total sales exceed £1,000,000 per day. **Firestone** Tubeless Tyres have been proved in service since 1951 and production today exceeds 1,500,000 per month.

THE SPECIALLY DESIGNED

all-season car tyre

FOR REAR WHEELS

Town & Country

- SMOOTH RIDING AND QUIET
- NON-SKID SAFETY ON WET AND GREASY ROADS
- TUBELESS OR TUBED
- LONG, TROUBLE-FREE MILEAGE
- ALSO OF SPECIAL APPEAL TO LIGHT VAN OWNERS

* *For front wheels fit Firestone De Luxe*

Firestone TYRES — consistently good

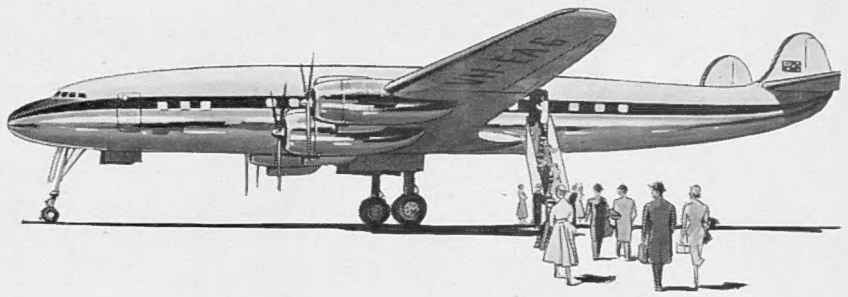
Don't let your trousers let you down!

Nothing looks worse than baggy trousers. Nothing is more unnecessary. A pair of **SPHERE** Elastic Braces, resilient and long-wearing, will give a better line and hold-up to your trousers. Your hosier stocks **SPHERE** Braces. Ask for them by name.

'UNDER' CONTROL BY *Sphere* BRACES

SPHERE SUSPENDERS, BRACES, BELTS AND GARTERS STAND PRE-EMINENT

FAIRE BROS & CO., LTD., RUTLAND STREET, LEICESTER
A. 3903



Relax by day—sleep by night in Qantas

SUPER G CONSTELLATIONS

Wonderful service—wonderful cuisine—wonderful sleeper chairs for all-night slumber . . . everything that happy travel needs is yours in these Qantas Super-G Constellations! A fully-reclining sleeper chair for every first-class passenger. On the Pacific Route, a limited number of sleeping berths in addition. There's room in Super-G Constellations—room for all those extra comforts that mean so much when you fly.

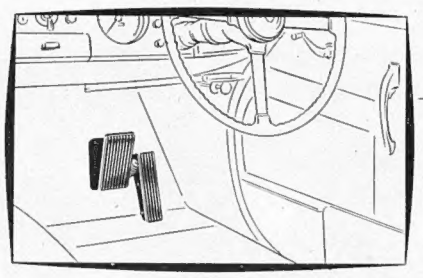
Tourist or First Class, West from San Francisco or Vancouver to Australia and New Zealand—or East by the QANTAS/B.O.A.C. Kangaroo Route via Middle East, India and S.E. Asia. Also Sydney to Far East and South Africa.

QANTAS

AUSTRALIA'S OVERSEAS AIRLINE
in association with B.O.A.C. and T.E.A.L.

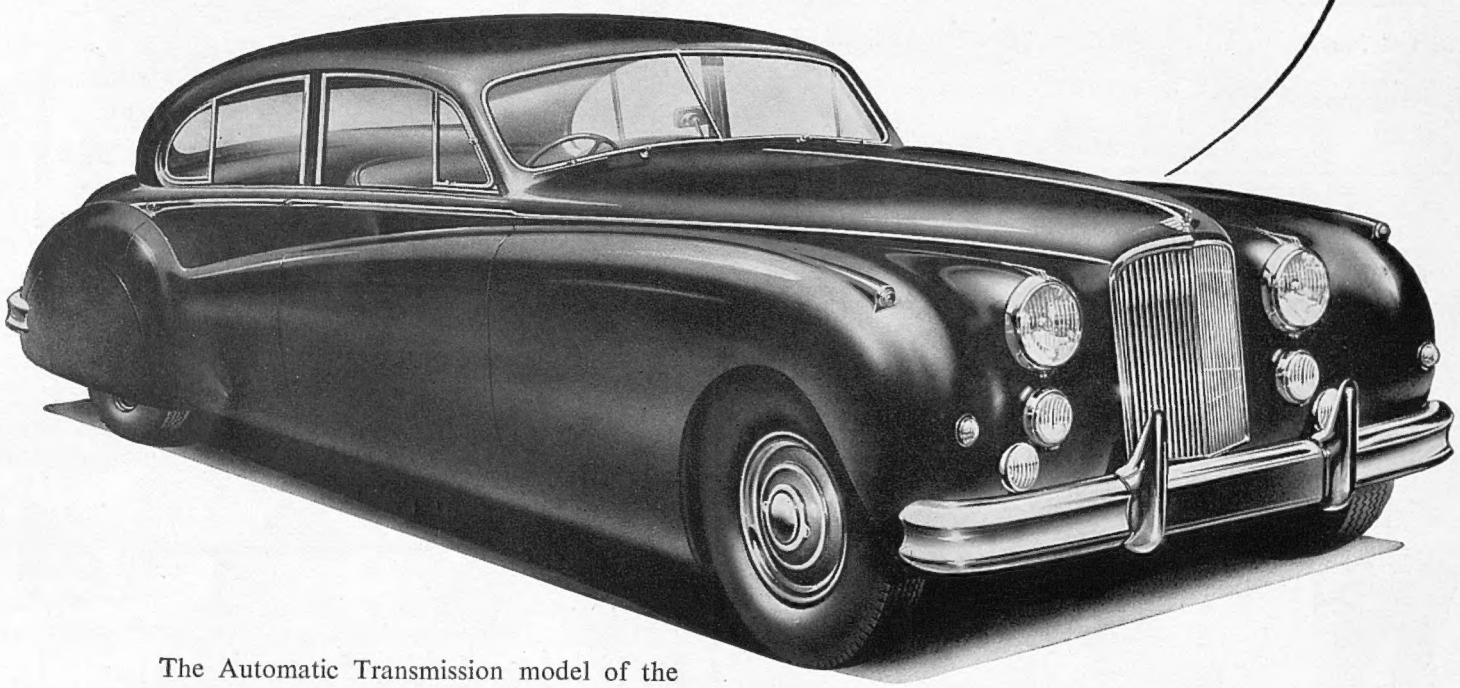
Tickets and advice from appointed Travel Agents, any B.O.A.C. Office and Qantas, 69 Piccadilly, W.1. MAYfair 9200.

*



Now Jaguar brings you

a more restful and effortless form of driving than you have ever known...



The Automatic Transmission model of the Mark VII Jaguar Saloon, which has for over two years been acknowledged abroad as providing the smoothest and safest 2-pedal driving in the world, is now available in Britain. It brings an entirely new conception of motoring pleasure that must be experienced to be believed. Without clutch or gearshift, it gives—at the touch of accelerator or brake—complete command of all the silken power and supreme flexibility of the famous XK engine. It provides completely relaxed driving comfort and effortless control in every situation, banishing fatigue from long journeys or the 'stop-and-go' conditions of crowded town traffic.

No other car can offer such grace, space and pace, or such restful enjoyment. Your Jaguar dealer will be happy to arrange a demonstration for you.

Automatic Transmission
JAGUAR

JAGUAR CARS LTD · COVENTRY · *London Showrooms* 88 PICCADILLY W.1

Volume CCXXV No. 2929

The SPHERE, London, May 19, 1956

The SPHERE

with which is incorporated THE GRAPHIC

THE QUEEN REVIEWS THE ST. JOHN AMBULANCE BRIGADE—HER MAJESTY STANDS ON THE DAIS DURING THE MARCH-PAST IN HYDE PARK, LONDON: With the Queen is the Duke of Gloucester, Grand Prior of the Order of St. John of Jerusalem. Below the dais are Princess Margaret, Commandant-in-Chief of the St. John Ambulance Brigade Cadets; the Archbishop of Canterbury, Prelate of the Order of St. John, and Lieut.-General Sir Henry Pownall, Chief Commissioner of the Brigade. Some 21,000 members and 1,000 cadets of the Brigade were present and were inspected by the Queen before they marched past and saluted her.

The Queen, who is Sovereign Head of the Venerable Order of the Hospital of St. John of Jerusalem, went to Hyde Park last Saturday afternoon for a great review of the St. John Ambulance Brigade. Among those on parade were representatives from all over Great Britain and from Australia, Malta, Hong Kong, Africa, Singapore, and the Fiji Islands. After being received by the Duke of Gloucester, Her Majesty, accompanied by Lieut.-General Sir Otto Lund, Commissioner-in-Chief of the Brigade, drove for more than two miles along the ranks of the parade. Then she took the salute at the march-past, which lasted three quarters of an hour. Later the Queen sent a message of congratulation to Lieut.-General Sir Otto Lund. It was estimated that about 25,000 people watched the Royal inspection. Earlier on the same day Her Majesty had invested Princess Margaret with the insignia of a Dame Grand Cross of the Order of St. John of Jerusalem.

Postage—Inland, 2d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

NEW SUPREME COMMANDER, EUROPE

GENERAL LAURIS NORSTAD, U.S. AIR FORCE, PAYS A VISIT TO ENGLAND: He is seen with his wife at North Weald R.A.F. Station, Essex, after his arrival from Paris for a visit to this country as the guest of the Essex branch of the English-Speaking Union. General Norstad, who is to succeed General Gruenther as Supreme Commander of the N.A.T.O. Forces, said at a Press conference at Woodford Green that the strength of the N.A.T.O. air forces had increased five times in the past five and a half years.

BIRTHDAY CAKE FOR DEBUTANTES

THE ANNUAL CEREMONY AT THE QUEEN CHARLOTTE'S BIRTHDAY BALL IN LONDON: Cutting the cake at the climax of the traditional ceremony is the Duchess of Northumberland. Earlier 120 of the debutantes present at the ball had filed down the staircase in pairs from the gallery and curtsied to the Duchess who was standing by the cake. The ball was organised by the Association of Friends of Queen Charlotte's and Chelsea Hospitals.

RENOIR PAINTINGS ON SHOW IN LONDON

PAINTINGS FROM EUROPEAN COLLECTIONS ARE EXHIBITED IN AID OF THE RENOIR FOUNDATION: Miss Jean Hudson is looking at "Femme A L'Eventail" at the Marlborough Gallery in Old Bond Street. The exhibition of fifty-five paintings by Renoir, many of which have not been seen in London before, marks the launching of the English section of the Renoir Foundation. This is an international organisation which has been formed with the object of raising funds for the acquisition of Renoir's house and garden at Cagnes-sur-Mer as a permanent memorial to the artist. £32,000 is required for the property, which would then be opened to painters of every nationality.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2. The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £6 1*s.* 6*d.* ; 6 *months and Christmas Number,* £3 3*s.* ; 6 *months without Christmas Number,* £2 18*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.* 6*d.*, £2 19*s.* 6*d. and* £2 15*s.* ; *and for elsewhere Overseas* £5 19*s.*, £3 1*s.* 9*d. and* £2 17*s.* 6*d. Terms include postage.*

A London Newsletter

195–198, STRAND, W.C.2.

Commander Crabb.—"The inevitable conclusion both here and abroad will be that a decision was taken to use the visit of B. and K. to make a furtive examination of the bottom of the Soviet cruiser." In that sense *The Times* summed up public reaction in the House and outside to the extraordinary reply of the Premier to the first questions raised in the Commons on the presumed death of Commander Crabb. It seems to express the truth, the inevitable conclusion. The Premier told members that he decided to assume responsibility for a question addressed to the Admiralty. His meticulous, non-committal phrases were obviously drafted after intense weighing of pros and cons in consultation with advisers from the Law Officers and Admiralty. The consequences of his refusal to be drawn, his determination to stick exactly to the chosen phrases, would have been clear to him when he rose to reply. Mystery would be piled on mystery, sensation on sensation, suspicion on suspicion. The whole truth, many believe, would be better than an official discharge of smoke-screen. The House and nation, by the Premier's deliberate decision, have been plunged in an Edgar Wallace sensation, and although the Sunday Sensationals will each supply us with an authentic and detailed explanation, each differing from the others, the world will assume the rightness of *The Times*' "inevitable conclusion." The Admiralty, the Secret Service, the police, all valued and respected institutions, come under the searchlight of criticism for prevarication, indiscipline and unjustifiable *suppressio veri*; they have taken as models the police state, the spy novelists and the notorious Duchess of Kingston, to go no further back in underground, underhand technique. Surely the whole truth, however unsavoury, is better than total suppression followed by the perhaps exaggerated "truth" which suppression engenders. Is there no end to the humiliating story of the swift decline of British prestige in so many fields of diplomacy, of policy, of administration? There are many forms of loyalty. Loyalty to colleagues is one and a good one. Loyalty to the nation ranks above it. Considerations of security do not always contradict the maxim, "*Magna Veritas et Prevalebit.*" However, as I write this, the Anglo-Soviet exchange of notes has become known and Sir Anthony is to make another statement.

A Humiliating Story.—Last week the B.B.C. gave its millions of listeners a documented survey of recent Middle East history and of our Government's relations with the nations concerned and with the Arab States. Some listeners found it a humiliating recital, not calculated to restore national pride or national confidence in Governments and statesmen. It confirmed my belief that successful diplomacy always has been, and always must be, achieved by the iron hand in the velvet glove, and that all those Garters and other high honours which have rewarded our Ministers who have brought back "peace with honour" and other high-sounding diplomatic scoops, were in truth won by that rusty little "gunboat" which formerly stood behind neat formulae and sweet, reasonable words. For this Middle East history is a story of scuttle, of panic patchwork, of stop-and-go retreat all along the line by a once-great and powerful nation before guerilla bands, once totally disorganised, now—in part, at least—united in determination to get the British *out*. And so wonderfully successful has been the scuttling process that we wonder if our poor old caravan can hope in the next decade to find an even temporary resting-place in the Mediterranean. How long before Cyprus, Malta, Gibraltar shake off our dust? The sickening technique never varies, the pressure is relentless. "We will never surrender" is met by a campaign of murder and sabotage and hate propaganda: whereupon we high-mindedly concede the right to self-determination and sovereignty, with reservations and guarantees, beautifully and precisely formulated; the reservations are instantly set aside, the guarantees disregarded, and we are out, bag and baggage. As I listened to the story, the picture grew in my mind of that dignified figure of my youth, John Bull with his square bowler and gaiters, the terror of small boys and urchins, in slow retreat before the insurgents of his farmyard, the pigs, the steers, the turkey-cocks and the roosters, deafened by their grunts, squeals, gobbles and crowings, retreating backwards to his kitchen door and one by one abandoning his steadings and sties. And if it were not for the oil-drums in the tractor shed, his retreat would be a rout. Or another picture taken from that Boer War classic, *The Defe[nce] of Duffer's Drift*—the British officer captured by [the] Boers after making every blunder and already relie[ved] of his revolver and equipment, embarrassed by [one] more demand: "Your breeches, too, Captai[n]" No, it's not a very pretty story for middle-a[ged] Englishmen to read.

An Academic Question.—To jeer at [the] Summer Exhibition at Burlington House has for gene[ra]tions been for Englishmen a time-honoured right—[a] rite. I don't read *Punch* nowadays but I dare say "First depressions" are still a May feature. T[he] citizen's right, no doubt, still exists but it is not so o[ften] exercised as in the past. The truth is we have gro[wn] terrified of exercising it. "A taste for art" has beco[me] so broadly based on snobbishness that the more [Sir] Alfred condemns modern art (of which the Acade[my] is preponderantly made up in 1956), the more amateurs fear to be regarded as Philistines, rotting [in] the last ditch, if we applaud him. Perhaps, we [say,] there's something in it. Perhaps we are missing [the] bus. But what is modern art? Triangles and cir[cles] with a single Cyclops eye representing the human f[ace] we accept as modern art and do not doubt that [it is] "clever," as the clever critics assure us. But is an[y] master like Stanley Spencer (b. 1891), a Victorian, [a] modern? And if he is old-fashioned and conventio[nal] ought we to avoid lumping his "Christ Preaching [at] Cookham Regatta" series with the triangles and Cycl[ops] eye type? It requires the eye of faith to enable [the] amateur to accept what seems at first sight to b[e a] nauseous fruit salad of pumpkin, bananas and cucum[bers] ("Conversation Between Punts") to be a work [of] genius and imagination by an elderly R.A. born o[ver] forty years after Turner's death. But then Turner hi[m]self was shockingly modern when he put out his [new] notions at Petworth. It is very difficult for an arti[stic] snob like me to preserve my reputation for cultu[re.] I dare not confess that I would almost prefer to h[ang] my walls with Leader's Welsh river scenes than w[ith] the most expensive "moderns." I am indeed a collec[tor] of the river scenes of the elder Vickers (R.A., 1786-18..) with the object, first, of giving myself pleasure from [his] Constable-like efforts which are within my limi[ted] means, and, secondly, of preserving a record of [the] English country scene now fast vanishing under [the] genius of the town and country-planner. I don't mi[nd] confessing *that* under a *nom de plume*. In conversati[on] I find it best nowadays to keep silence even from go[od] words and so to miss an opportunity of being wi[th] Munnings, after all, is not an amateur and perha[ps] is not a snob.

A NEW ADDITION AT THE V. AND A.

SECTIONS OF THE GLASS DRAWING-ROOM FROM NORTHUMBERLA[ND] HOUSE ARE ACQUIRED BY THE VICTORIA AND ALBERT MUSE[UM] **This is the door of the drawing-room of the old house in the Stra[nd] and is now on show in the Recent Acquisitions Court at the Muse[um]** The sections were bought for the museum by the late Dr. W. L. Hildb[urgh] not long before his death. Since the house was demolished in 18.. they had been stored in the riding school at Syon House. The r[oom] was commissioned from Adam by the first Duke of Northumberla[nd]

"Mr." Hammarskjöld.—I cannot spell, much less pronounce without a crib, the name of this important world figure, whose latest mission not only exceeded its brief, but exceeded expectations. Whatever the immediate future holds in the Middle East, his efforts cannot be dismissed as "the failure of a mission." It blew out a candle guttering in the world's powder magazine and makes it a little more difficult for a gamin to light it again. It gained invaluable time. It occurs to me that, this inhabited earth of ours having now come under one roof (despite the present universal fever of nationalism), some sort of "Esperanto" should be devised to translate into a common language the more unpronounceable surnames of world figures, so that we can all pronounce them and do so in the same way. We must not, of course, insist on a *British aide-mémoire*; a new name for Mr. Hammarskjöld must be on Esperanto lines. *Hammersjolt* wouldn't do. It would be insular. *Martello* would be nearer the mark; and each nation at any rate in the West could label him Signor, Señor, Herr, Monsieur or Mr. *ad lib.* And the Esperanto idea could go further. The United Nations might institute a global honour to be bestowed in rare instances which would take global priority of all national honours. Mr. (or Herr) Martello, L.W.C., for example, of the High and Noble Order of Leading World Citizens. And, of course, Sir Winston (Eglisemonte ?) would be back-dated to receive the new Order, which would rank before the highest national Orders and entitle the holders to walk in to dinner before Sovereigns and Presidents and accord them global privileges. It 's quite an idea and accords with world citizenship no less than with the passion for ribbons which outstrips the advance of Democracy in many unexpected areas of population.

Refusal to Jump.—In common with others who have already expressed their distress or horror at the court-martial sentence on an eighteen-year-old parachutist who refused to jump from a captive balloon, I feel the urge to ventilate my anxiety. It has always been a matter of surprise to me that so high a proportion of the human race of all ages has acclimatised itself to conditions demanded in the age of universal flying. Nevertheless, that surprising fact cannot justify the assumption that a minority, however small, is capable of a like acclimatisation. There are a half-dozen forms of claustrophobia, liability to vertigo, and so on, which are little understood even in the medical profession to-day, because the victims are reluctant to admit them ; phobias which have always handicapped men who have never been able by treatment or sheer determination to overcome them. The incidence of these phobias varies in intensity and may well develop during a period of temporary ill-health and may indeed suddenly occur in a subject hitherto completely free from such inhibitions. Psychopathy may sometimes be overdone, and all legal courts have probably had experience of its overdoing, but it is deplorable that a military court should inflict a savage sentence of this sort for the preservation of military discipline until the most expert medical examination has pronounced on the defendant's case history and present state of mental and bodily health. I hope that, if such examination did not take place before the verdict and sentence, or if there be any doubt as to its completeness if it did take place, the sentence will be re-examined.

Ode to Tobacco.—Calverley's "Ode to Tobacco" is ancient poetry. The man was born before the Reform Bill. But even in mid-Victorian days manifold stories were told not to Tobacco's credit.

> How one (or two at most)
> Drops make a cat a ghost—
> Useless except to roast—
> Doctors have said it.

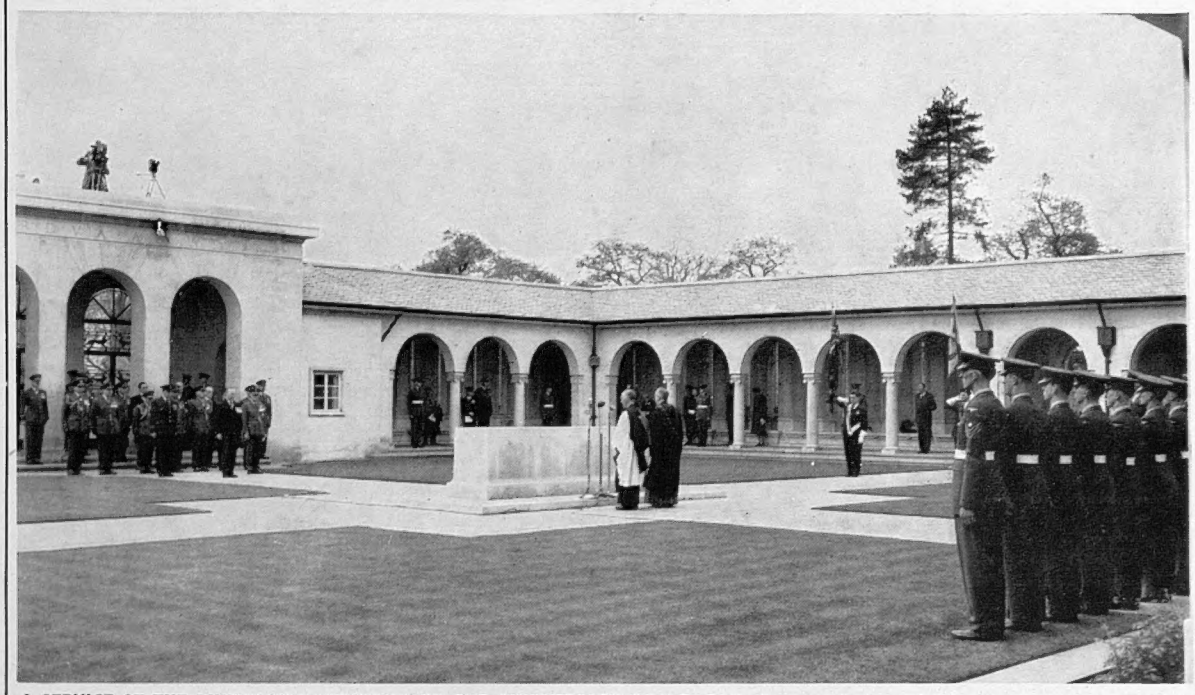
The doctors of those days ("medicine men" to us) regarded smoking as a cause of brain-softening, leading to murder and suicide. Now it is lung cancer. The public took the risks of brain-softening and some of those who supply the public need have done well enough to "keep a carriage," the sort of "carriage" which implies super-tax at 90 per cent. I fancy the public will take the new risk, for the specialists of to-day will be "medicine men" to-morrow. And the evidence of the new risk is still gloriously Delphic. Women chain-smoke as often as men and apparently resist the danger. Some of us will feel safe from our moderation, or claim that a pipe reduces the risk. We shall argue :

> Still why deny its use
> Thoughtfully taken ?

And indeed I know "five or six smokers who freely mix still with their neighbours," and they (and many more of them) are advanced septuagenarians. The Government clearly has regard for the freedoms, not least the freedom of every man to go to the devil his own way. It is not for the Minister of Health to depress the price of Tobacco Equities, to deny the taxpayer a pleasure, still less the privilege of contributing so handsomely to the Exchequer in his recourse to tobacco, the bottle, the pools and other ways of going to the dogs. Or does he do it obliquely and discreetly ? I seem to remember that my ounce of tobacco cost me 4½d. when I was at Oxford and now costs me 4s. 4½d. If that ounce still cost me 4½d., should I be here to tell the tale ?

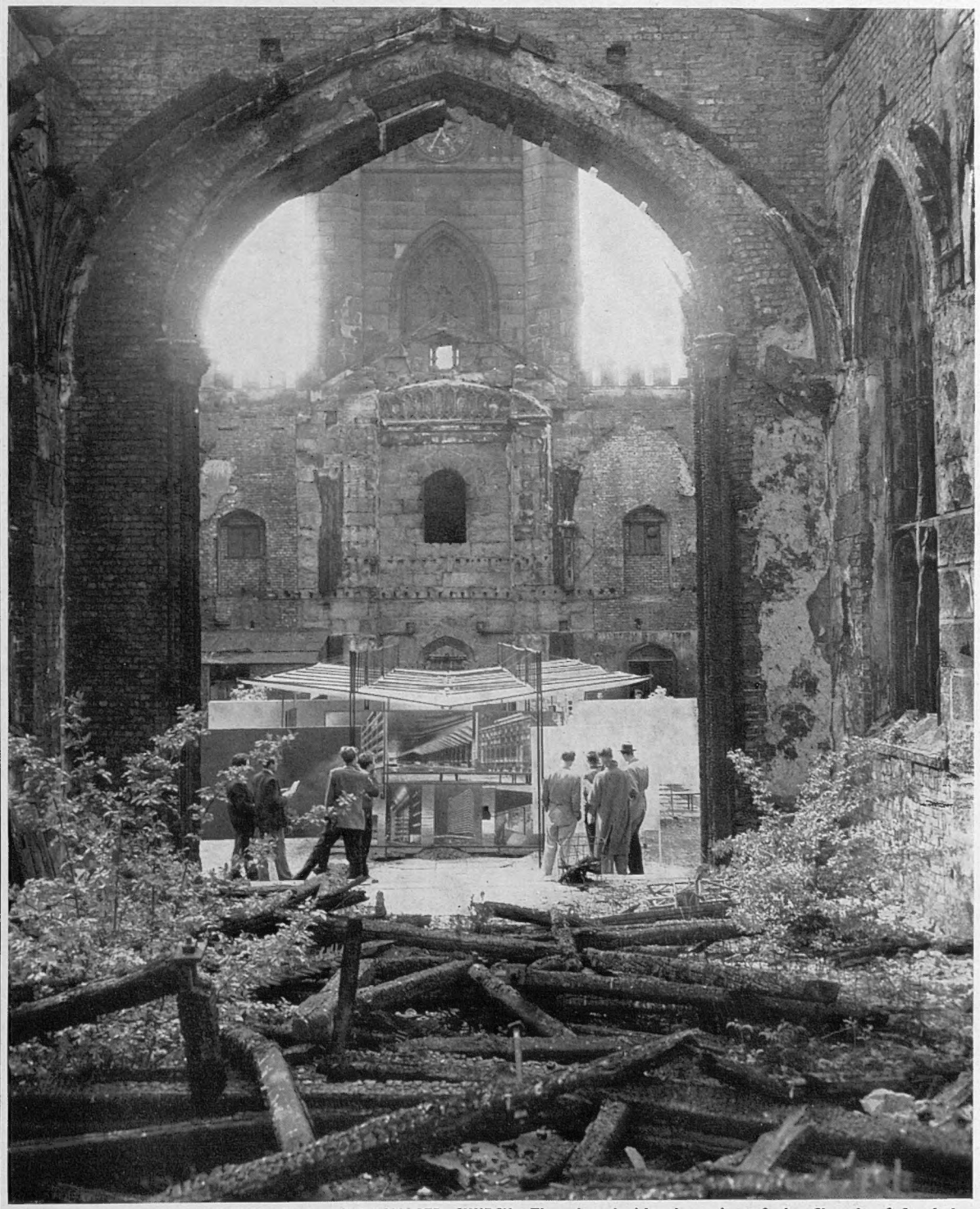
THE OLD STAGER

COMMEMORATING THE COMMONWEALTH'S WAR DEAD



A SERVICE AT THE RUNNYMEDE MEMORIAL ON THE ANNIVERSARY OF V.E. DAY: A general view of the service during which Sir Thomas White (in the front of the group on left), the Australian High Commissioner in London, laid a wreath in memory of Commonwealth Air Force men who lost their lives in the war. Other wreaths were laid by ex-Service organisations. The Runnymede memorial, which stands on a spur of Cooper's hill overlooking the Thames, commemorates 20,455 airmen of the Commonwealth Forces of the last war who have no known graves. It was built by the Imperial War Graves Commission and unveiled by the Queen in October 1953. Nearly 25,000 relatives of the fallen attended the unveiling.

AN "OUTRAGE" EXHIBITION DRAWS ATTENTION TO REBUILDING IN LIVERPOOL



STUDENTS STAGE AN EXHIBITION IN A WAR-DAMAGED CHURCH: The view inside the ruins of the Church of St. Luke, Liverpool, shows the exhibition entitled "Outrage," which has been staged by the Liverpool University Guild of Undergraduates Architectural Society, an entirely student body financed by its own resources. The exhibition is described as "a protest against the lowered architectural standards of building in Liverpool since the last war." On view are examples from many towns illustrating what has been done elsewhere, and what could have been done to bring Liverpool to the forefront of the world's greatest cities. The exhibition is not against Liverpool, but for it. "Its aim is to stir public conscience by exposing forcibly that the decay has already set in."

IN THE RING BELOW THE WALLS OF WINDSOR CASTLE : Entries are being judged for the Trade and Agricultural event on the first day of the Royal Windsor Horse Show in the Home Park last week. Section One was won by Mitchells and Butlers' Romeo and Roberto and Section Two by Fremlin's Noble. For the many events there were numerous entries, most of them well up to standard. On the last morning of the Show the Queen was present with the Duke of Cornwall and Princess Anne.

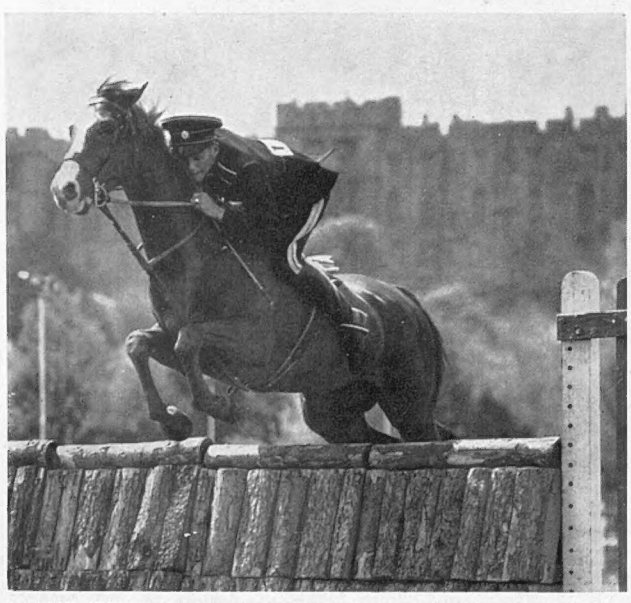
ROYAL WINDSOR HORSE SHOW

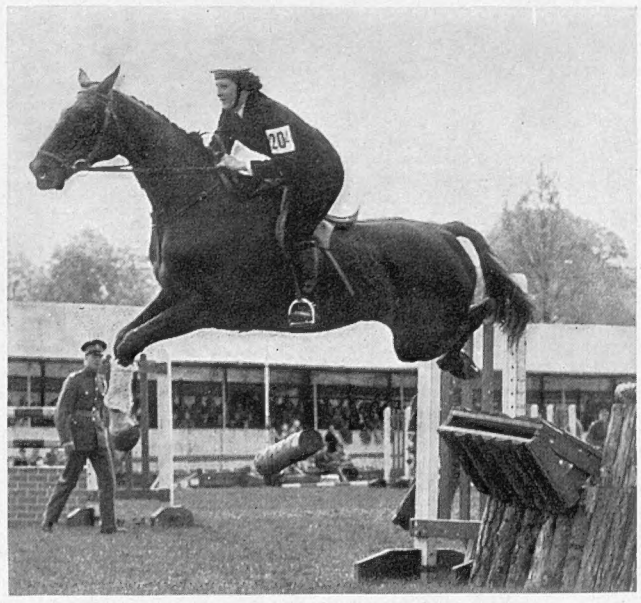
Pictures of Various Events, some of which were Witnessed by the Queen and her Children

A YOUNG RIDER COMES TO GRIEF : Miss S. Bartlett, of St. Neots, Huntingdonshire, takes a toss over the head of her mount, Jimmy Lynn, in the Children's Open Jumping. In one competition for ponies, six young riders took part in an exciting final jump-off against time.

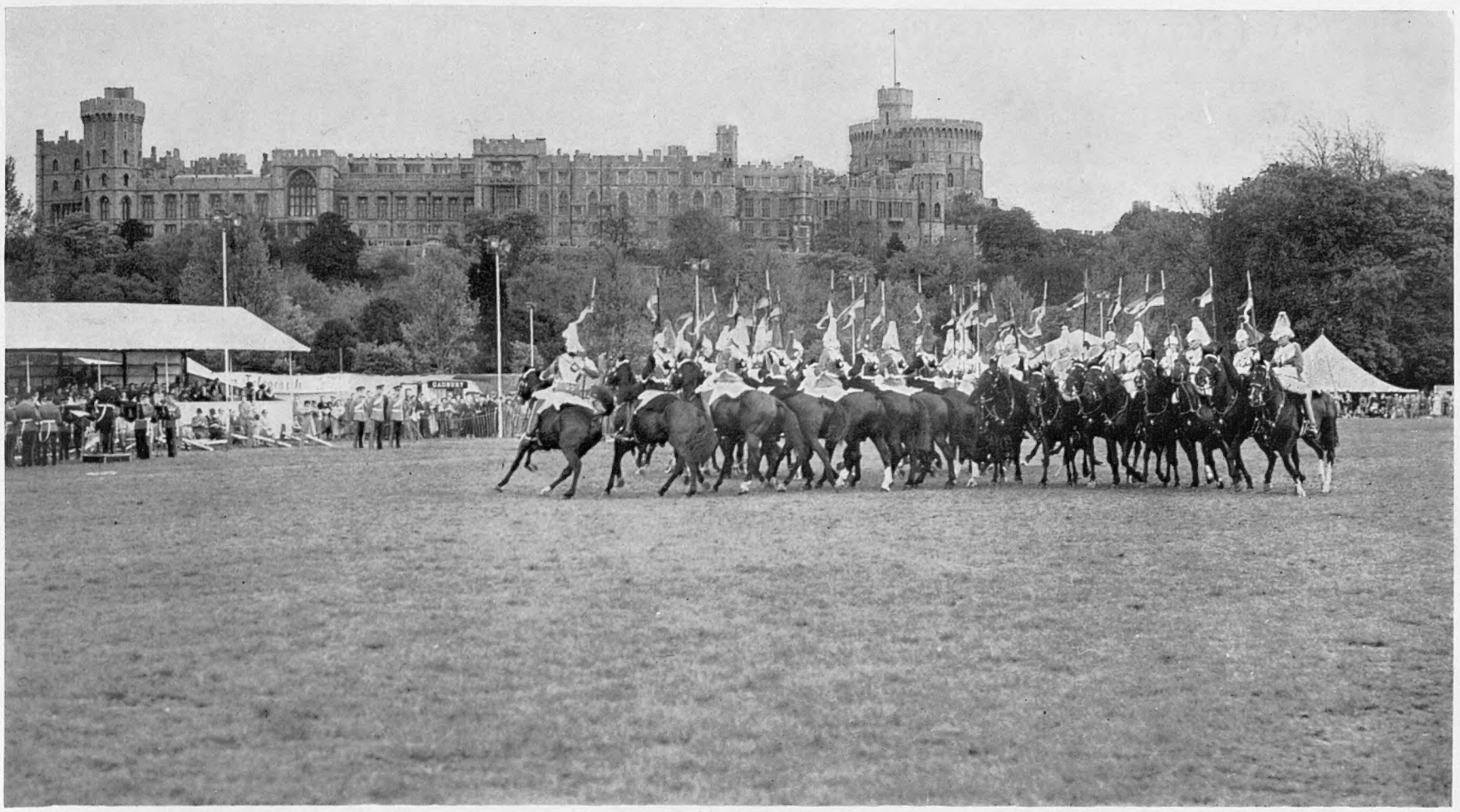
The Royal Windsor Horse Show is one of the important equestrian events of the season. The Queen went to the Home Park with the Duke of Cornwall and Princess Anne to watch the finals last Saturday morning before she drove to London to inspect the St. John Ambulance Brigade. The Open Jumping was won by Mr. Alan Oliver on Red Star from Miss Pat Moss on Danny Boy. Third was Mr. David Stubbs from South Africa, riding his own horse, Willie Waterloo. A high standard of horsemanship was shown in the Inter-Services Team Jumping Competition for the cup presented by the Queen. The fourteen entries, including two teams from the Royal Air Force and one from the Women's Royal Naval Service, are evidence of the keenness for equestrian sport which is increasing in the Services in spite of the present necessary accent on mechanisation and scientific weapons.

NOT SO HIGH AND MIGHTY : Captain Naylor-Leyland on High and Mighty knocks down a wall in the Foxhunter Cup.





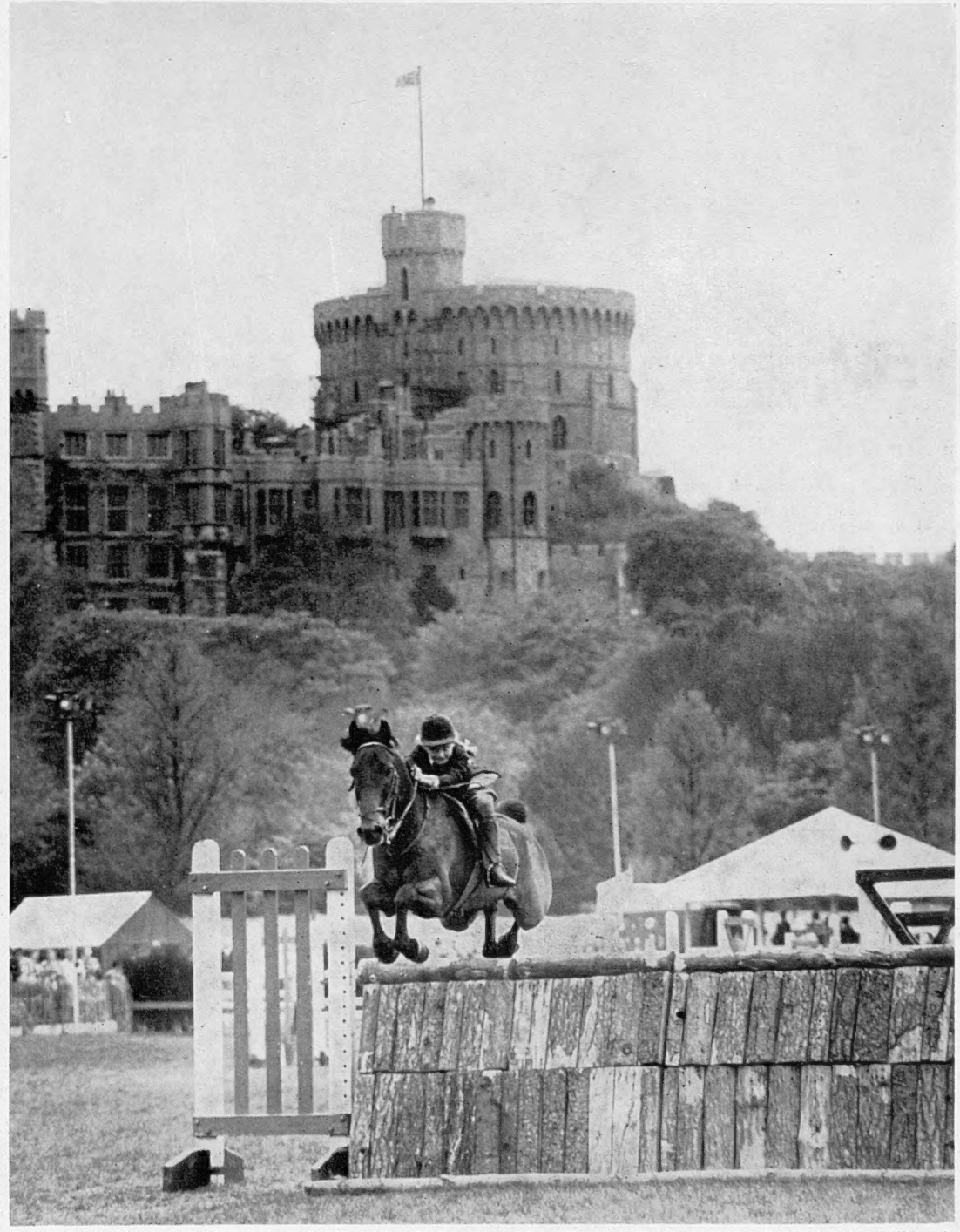
IN THE INTER-SERVICES TEAM JUMPING COMPETITION FOR THE QUEEN'S CUP : *Left*—Corporal A. Oliver takes a jump on Red Socks. He was one of the R.A.S.C. team which finished second in this event. *Centre*—Wren L. Harris, of the W.R.N.S. team, on Copyright scatters an obstacle. *Right*—Squadron Officer M. A. G. Potter on Rosa comes up to clear a fence. They were in the R.A.F. "A" team. Fourteen teams competed for the cup won by the King's Troop "A" team, Royal Horse Artillery.



THE MUSICAL RIDE BY THE HOUSEHOLD CAVALRY : In plumed helmets and carrying lances, they are making one of their turns. Their colourful and disciplined performance at the Royal Windsor Horse Show was their first appearance for the season. Besides the various equestrian competitions, a number of spectacles and entertainments were provided as usual by the organisers at Windsor this year. They included a three-a-side polo match with a soft ball during a floodlit session in the evening.

THE DUCHESS OF NORFOLK ON A WINNER : She is taking a triple-bar obstacle on Penny Royal in the Working Hunters' Event for Ladies, in which they rode on finely to be the winners.

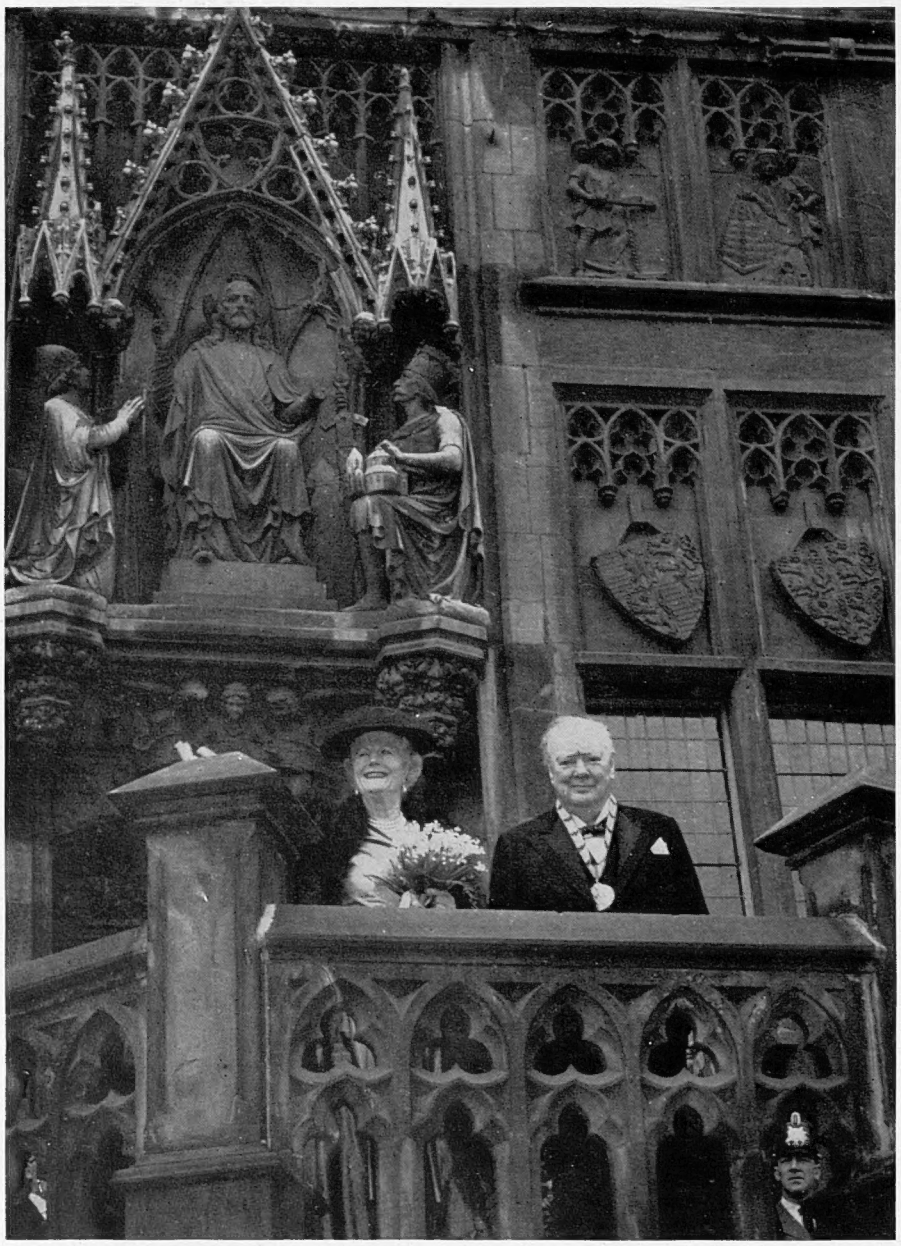
CONGRATULATIONS FROM THE QUEEN: Her Majesty, smiling happily, waits for the cup to be brought which she is to present to a winner in the children's ponies classes at Windsor.



A FINE JUMP BY A YOUNG COMPETITOR: Miss J. Doney on her Tommy Hawke tops a fence in the Children's Jumping. All the children's pony classes were well supported and the Queen saw some of the finals for these events on the last day. She also watched the Inter-Services jumping and presented the Cup.

IN GERMANY AND NORTHERN IRELAND

Sir Winston Churchill Receives the Charlemagne Prize; and Ex-King Leopold of Belgium Visits Enniskillen in Northern Ireland



SIR WINSTON CHURCHILL IN GERMANY: Sir Winston and his wife stand under the monument to Charlemagne in Aachen after the presentation of the Charlemagne prize to the British statesman. The presentation was made by the city's Burgomaster.

An event of special importance recently was the presentation to Sir Winston Churchill of the Charlemagne Prize for his services to Europe. The ceremony took place in the ancient city of Aachen in the Reichssaal of the old Rathaus and was attended by the Federal President, Herr Heuss, and the Chancellor, Dr. Adenauer. In a major speech, Sir Winston took as his theme the salvation of Europe by a Grand Alliance of the European Powers, the British Commonwealth and the United States. He emphasized that in his view Soviet Russia and the Eastern States should not be excluded from this alliance. This would make it easier to find a peaceful solution of grave problems such as the re-unification of Germany.

An honour of a different nature was conferred on ex-King Leopold of the Belgians when he received the freedom of the Borough of Enniskillen, in Northern Ireland, on behalf of the 5th Royal Inniskilling Dragoon Guards, of which he is Colonel-in-Chief.

WITH THE THANKS OF EUROPE: Herr Hermann Reusch, the Burgomaster of Aachen, places the medal and ribbon of the Charlemagne Prize around the neck of Sir Winston Churchill during the ceremony in the Reichssaal.

THE GUESTS OF THE GERMAN PRESIDENT: The President of the Federal Republic, Herr Heuss (on left), receives Sir Winston and his wife at his villa near Bonn. On Lady Churchill's left are Dr. Adenauer and Herr von Brentano.

THE EX-KING OF BELGIUM IN NORTHERN IRELAND: King Leopold is greeted by the Lord Mayor of Enniskillen on his arrival. He received the Borough's freedom for the 5th Royal Inniskilling Dragoon Guards, of which he is Colonel-in-Chief.

THE FREEDOM OF THE BOROUGH. King Leopold receives the casket and scroll conferring the honorary freedom of the Borough on the 5th Royal Inniskilling Dragoon Guards. He later took the salute at a march-past of the regiment.

FLOODS IN AUSTRALIA: AN OLD ENEMY STRIKES AGAIN

HIGHWAY FLOODED NEAR BRISBANE: Floodwaters cut the Pacific Highway at Logan River Bridge near Brisbane early this month. At left centre of this aerial photograph can be seen the road, flooded to a depth of several feet. At right, stranded traffic is waiting on the Logan Bridge. The surrounding farmland is submerged over an area of hundreds of acres. Tributaries of the Logan River had swollen suddenly after receiving eight inches of rain, and the Royal Automobile Club of Queensland reported that roads in South Queensland were "in a bad way." Some of the main roads were likely to be cut for ten days. In neighbouring New South Wales last year, 30,000 square miles were devastated by floods and damage to the estimated value of £6,000,000 was caused. Seventy people were killed. At the same time, Queensland was struck by a fierce cyclone.

A JET BOMBER EXPLODES NEAR BRIGHTON; THREE KILLED

A BOMBER DISINTEGRATES: Wreckage from the crash of a Valiant jet bomber strews the railway-line and open ground at Southwick, near Brighton, after last week's disaster. *On right*—Houses and gardens devastated by debris from the bomber. The trees appear to have been struck by lightning.

The crash of a Vickers Valiant jet bomber at Southwick, near Brighton, last week caused widespread destruction and injury. Trains on the Brighton-Portsmouth line were halted by damage to the nearby permanent way. A number of houses were riddled and set ablaze by white-hot fragments, and gardens and out-houses shattered by flying wreckage. Several people were rescued by firemen and taken to hospital. Two of the crew of four of the Valiant were found dead in the wreckage. One was picked up dead out of the sea by the Shoreham lifeboat, and a fourth was taken to hospital.

FROM LUXEMBOURG'S ROYAL PALACE TO THE CATHEDRAL: The bridal procession makes its way to the Cathedral of Notre Dame for the Royal wedding. Leading the line of guests (centre) are Prince Albert of Liège and Princess Isabelle of France.

ON HER FATHER'S ARM: Princess Elizabeth walks with her father, Prince Felix of Luxembourg, through the streets of the capital to the Cathedral for her wedding to Prince Franz Ferdinand.

THE MOTHER OF THE BRIDE: The Grand Duchess of Luxembourg returns to the Royal Palace on the arm of the father of the groom, Duke Maximilian von Hohenberg, after the wedding ceremony.

ROYAL MARRIAGE IN LUXEMBOURG

The Wedding of Prince Franz Ferdinand von Hohenberg and Princess Elizabeth of Luxembourg

On right—
AFTER AN EVE-OF-WEDDING DINNER: Princess Elizabeth and Prince Franz Ferdinand (in the centre) wave from the balcony of the Royal Palace in Luxembourg. At left is the Grand Duchess with the groom's mother, and at right the Prince Consort with Duke Maximilian.

THE ROYAL WEDDING: Princess Elizabeth of Luxembourg leaves the Cathedral of Notre Dame on the arm of her husband, Prince Franz Ferdinand von Hohenberg, Their marriage took place in the capital of the Duchy. *On left*—The Royal couple leave the altar after the nuptial Mass. Prince Franz Ferdinand von Hohenberg is the grandson of the victim of the assassination at Sarajevo which led to the outbreak of the First World War in 1914. His bride is the daughter of the Grand Duchess Charlotte of Luxembourg and her Consort, Prince Felix. After a civil ceremony conducted in the Royal Palace by the Mayor, M. Hamilius, and in the presence of the Minister of Justice, M. Bodson, the religious service was celebrated in the Cathedral of Notre Dame. The marriage was performed by Mgr. Lommel, Auxiliary Bishop of Luxembourg, and Mgr. Forni, the Apostolic Nuncio, read a message from the Pope. Among the attendants at the marriage were the Empress Zita of Austria, Princess Isabelle of France, and Prince Albert of Liège. Her Majesty the Queen was represented by Mr. Malcolm Henderson, the Ambassador. Princess Elizabeth worked for the Red Cross in England and Canada during the war after the Grand Duchess and her family had fled from Luxembourg, following the German invasion in 1940.

THE OATH OF ALLEGIANCE TO THE POPE: A new recruit to the Guard pledges his loyalty with his hand on the Vatican banner.

THE ANNIVERSARY OF THE SWISS GUARD

The 450th Parade of the Papal Swiss Guard is Celebrated in the Vatican

The Papal Swiss Guard, which has just celebrated the 450th anniversary of its first parade on Vatican soil, does not exist merely to enhance the brilliance and splendour of Papal ceremonial. The bright helmets and slashed jerkins, the design of which is attributed to Michelangelo, go with a long history of loyalty and bravery. The Company's first memory of battle was in 1527, when their stand against the marauding German and Spanish mercenaries sacking Rome enabled Pope Clement VII to escape from his Palace in the city to the fortified citadel of Sant'Angelo, on the banks of the Tiber.

THE BANNER OF THE CORPS: The "Commander in Charge" of the Guard salutes the banner with his sword during the celebrations which were held to mark the 450th anniversary of their first parade of the Company on Vatican soil.

ON PARADE IN ROME: The Company of Swiss Guards marches through St. Damaso's Court, in the Vatican City. They have a history of great loyalty and bravery, from the time of the sack of Rome in 1527, when only forty-two survived.

MARTIAL SPLENDOUR IN THE ETERNAL CITY: The "Commander in Charge" of the Swiss Guards and their Chaplain inspect the Company lined up in St. Damaso's Court. To mark the anniversary, 150 of these men from the German-speaking Swiss cantons were on parade.

A ROYAL CHARTER FOR EXETER UNIVERSITY: The Queen is seen making her speech during the ceremony when she presented Exeter University with the Royal Charter which has raised it from a University College. This is the third university to be founded during the Queen's reign. The ceremony, which was held in a brightly-striped canvas pavilion, took place during the Royal tour of the West Country, when the Queen and the Duke of Edinburgh spent two days visiting towns in Devon and Cornwall.

IN THE UNIVERSITY'S LIBRARY: The Queen is being shown one of the Library's treasures by the Chancellor, Mary Duchess of Devonshire. The Queen also saw a copy of the first printed Bible and a specimen of William Caxton's printing of Chaucer's *Canterbury Tales*.

On right—
FAREWELL TO EXETER: The Queen and the Duke talk with the Mayor, Sheriff and Recorder at the end of their visit to the Devon city. The Mayor was host at a luncheon in the Guildhall.

THE QUEEN MEETS THE FAMILIES OF FORESTRY WORKERS IN DEVONSHIRE: She stops to speak with Forestry Commission workers and their families during her visit to Eggesford Forest, near Exeter. The Queen's fitted coat is of silver-grey stiffened silk.

PLANTING AN OAK-TREE AT EGGESFORD FOREST: This ceremony by the Queen marks the planting by the Forestry Commission of a million acres of forest throughout England, Scotland and Wales. The Queen also unveiled the commemorative plaque which is seen on the extreme left. It was at Eggesford that the Commission carried out its first planting, shortly after its inception as the Forest Authority in 1919. A stone records the token planting in that year by Lord Clinton.

ROYAL TOUR OF THE WEST COUNTRY

The Queen and the Duke of Edinburgh Spend Two Days in Devon and Cornwall

The two-day Royal tour of the West Country began at Barnstaple, where the Queen and the Duke of Edinburgh were met by the Earl Fortescue, Lord Lieutenant of Devonshire. After a short stay the Royal visitors drove to Eggesford to take part in a ceremony which marked the planting of a million acres by the Forestry Commission. At Exeter the principal ceremonies were at the University. Her Majesty handed the Royal Charter of Incorporation to the Chancellor, and unveiled the foundation-stone of the new building of the Faculty of Arts. On the next day the Queen and the Duke spent eight hours visiting several towns in Cornwall.

CORNISH CROWDS GATHER IN THE RAIN TO WELCOME THE ROYAL VISITORS: The Queen and the Duke are talking with City Councillors and Rural Councillors in the Square at Truro. Despite almost continuous rain, large crowds gathered in the Cornish towns to see the Royal couple during their tour. *On left*—The Queen holds an umbrella as she walks past schoolchildren at Truro. The sun did not shine until the visit to Launceston.

MORE POWER FOR KENYA

£16,000,000 for Major New Electrical Projects

Two big public companies working in association are mainly responsible for the development of electric power in Kenya. They are the East African Power and Lighting Company and the Kenya Power Company. Between them, they expect to spend more than £16,000,000 on major new electrical projects in the colony.

The most expensive of these is the Seven Forks hydro-electric scheme, estimated to cost £12,000,000. About 40 miles below the present Tana power station there is a series of rapids and falls known as Seven Forks. Here the waters of the Tana River will be made to yield about 100,000 kilowatts when the volume of water is normal. In the light of Kenya's future power needs for industry and possible rail electrification, further schemes are being considered and it is planned to carve a vast power station out of solid rock close to the Tana River.

Work has already started on the 132,000-volt transmission line from Owen Falls in Uganda, which will satisfy Nairobi's growing need for power until the Seven Forks scheme can be developed. "Trekline," which is the local abbreviation for Trans-Equator Line, will cost £3,500,000. The British contractors, Balfour Beatty and Company Ltd., have their advance base at Lanet, near Nakuru. They employ between thirty and forty European engineers and several hundred Africans in the construction of the 1,300 steel towers which will support the power cables.

"Trekline," 253 miles long, will run from the Tororo sub-station through North Nyanza and Nandi districts, up the Escarpment to Lessos, south of Eldoret. From Lessos the line could be tapped, so that a 33,000-volt supply could serve Eldoret, Kitale and Kisumu. The line will end at Juja Road sub-station, near Nairobi. The highest altitude reached by this line will be 9,500 ft. above sea-level, close to the Equator at Timborao, where strong winds are encountered.

A new power station is nearing completion at Kipevu, Mombasa. This has a capacity of 10,000 kilowatts and there is room for expansion up to a total of 90,000 kilowatts. The cost of the present stage of the scheme is about £800,000. Meanwhile, in the great Rift Valley which cuts through Kenya, deep boring is taking place to investigate the possibilities of using the geo-thermal steam found in this highly volcanic area for the generation of electric power. Two 2,500-kilowatt gas turbine alternators have been installed recently at the new power station at Nairobi South. This is the first time gas turbines have been used as prime movers for electric supply anywhere in the Colonies.

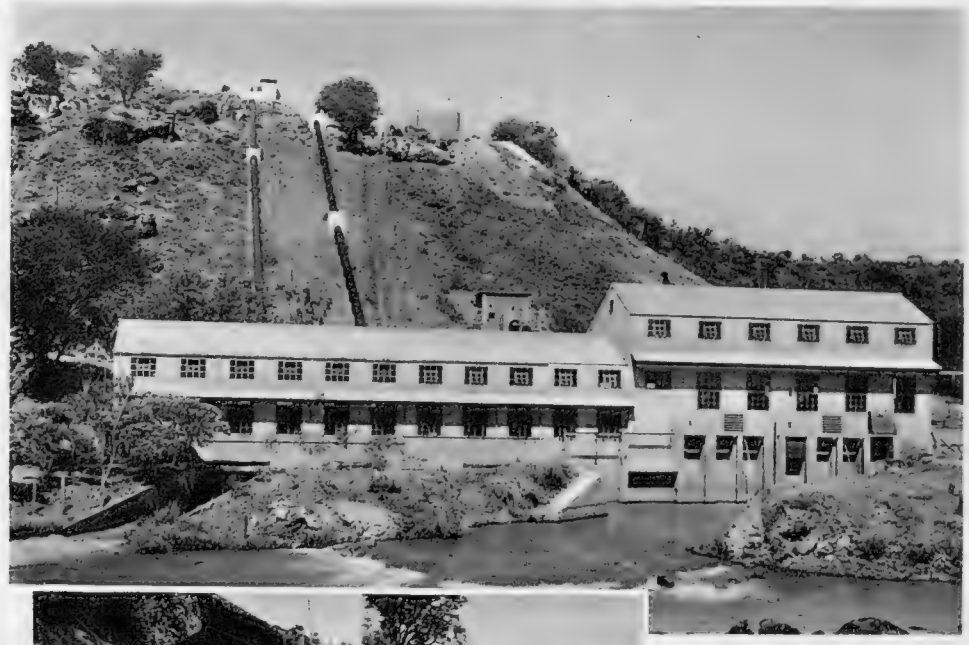
Since the East African Power and Lighting Company Ltd., was formed in 1923 its expansion has been immense. In those early days the company had a capital of £185,000. By 1938 it had risen to £1,500,000 and the latest figure is nearly £14,000,000. The newly-formed Kenya Power Company has a capital of £7,500,000.

The Low Tana project is situated near Fort Hall, in Mau Mau country, 55 miles from Nairobi. The installation was officially opened last year by Sir Evelyn Baring, Governor of Kenya.

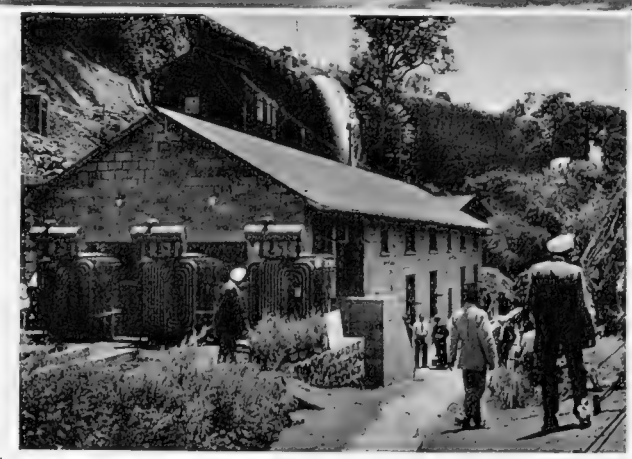
THE SCHEME UNDER WAY: A view of the Low Tana hydro-electric project during construction. This incorporates the Seven Forks scheme. The original power station is in the centre. On left work progresses on the new extension. The pipe-line in the front carries water to the station.

DRILLING THE ROCK-FACE: These African labourers are among several hundred working under European engineers, on the new Tana hydro-electric scheme.

A SOURCE OF POWER: The Sagana Falls, on a tributary of the Tana River, help to provide power for the new Sagana Falls power station. The Tana River is the scene of great new electrical projects.



THE COMPLETED LOW TANA STATION: The low building on the left is the original power station, with its pipe-lines running up the hill behind it. The new extension is seen on the right.



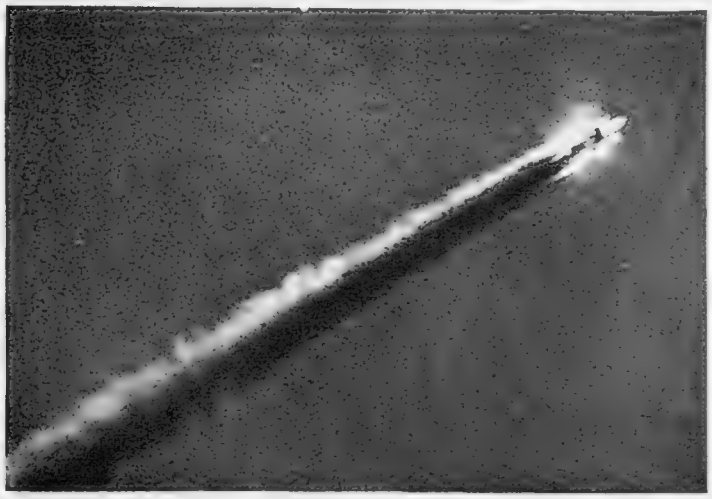
On left—
SAGANA FALLS POWER STATION: Behind the building the Sagana Falls, on the river of the same name, drop down and are harnessed for power. This photograph was taken during the opening ceremony which took place last month.

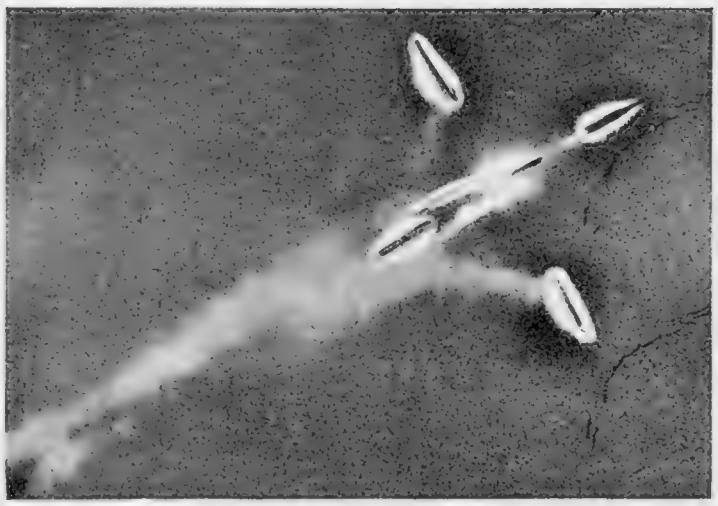
BRITISH GUIDED MISSILES

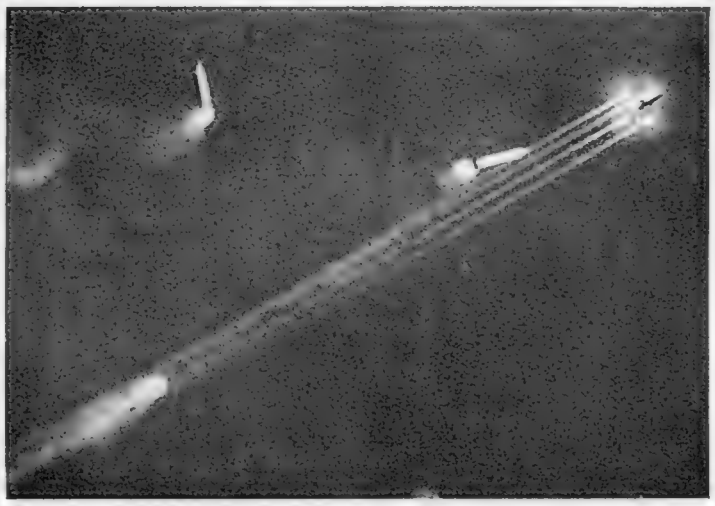
New Pictures of a Short G.P.V. Rocket and the First Close-up Views of the Fairey Fireflash

The pictures on this page which show the launching sequence of a British G.P.V. (general purpose vehicle) guided missile are taken from a film which was recently shown on television. This ground-to-air guided missile is a product of Short Brothers and Harland's Belfast factory. The trials shown took place at the Ministry of Supply's range at Aberporth, in Cardigan Bay, Wales. The G.P.V. rocket is being used to carry out research into propulsion and control systems for guided missiles. Particular attention is being given to "homing" heads which allow the weapon to be directed automatically on to a target.

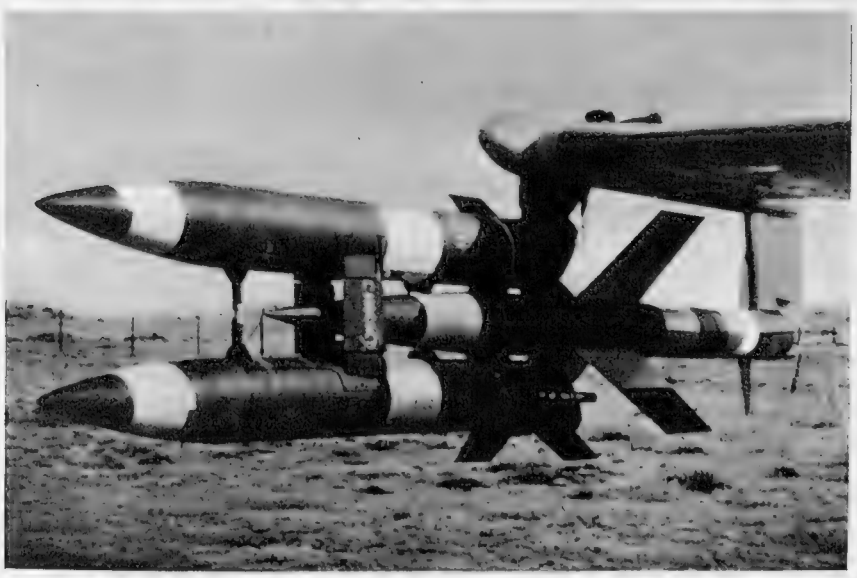
The two pictures at the bottom of this page are the first to show in close-up the Fairey Fireflash, the first British air-to-air guided weapon to destroy a radio-controlled aircraft. The Fireflash is now in production for the R.A.F. and under consideration by Commonwealth and N.A.T.O. air forces.







A G.P.V. GUIDED MISSILE IS LAUNCHED IN WALES: The lethal rocket is seen, *above*, before the instant of its take-off from its static launcher at the Aberporth Range in Cardiganshire. The central motors in the main body of the device and the external booster motors have already been ignited and flames stream out to the rear. The rocket may be said to be straining like a horse as the tapes go up for a race or an athlete in a sprint at the split second of the starting gun going off. The first pair of pictures, *on the right*, shows the next stages in its progress as it catapults up from the launcher, tearing through the air as a result of the drive from its boosters, and leaving a thick trail of smoke behind it. Finally comes a pair of pictures of the final stages of the launching. The missile is reaching supersonic speed. The boosters jettison themselves automatically at this point. They seem to break off in a star formation. Then as the rocket hurls on to its target they are left behind, like meteorites from an astronomical body. Little reliable information has so far been given about the actual types of guided missiles into which practical research is being done in Britain. The G.P.V. is made by Short Brothers and Harland.



THE FIRST CLOSE-UP PICTURE OF THE FAIREY FIREFLASH GUIDED MISSILE: The weapon is slung beneath the wingtip of a Meteor N.F.11. The missile would appear to consist of two rocket motors above and below a central warhead, with stabilising fins.

A FIREFLASH ATTACHED TO A METEOR NIGHT FIGHTER IN FLIGHT: This is the air-to-air guided weapon which has successfully destroyed a Fairey Firefly radio-controlled target aircraft. The Fireflash is guided by radar from the parent aircraft.

FLY FISHING FOR TROUT: Commander E. H. G. Stokes, chairman of the Beetle Crusade, makes a cast in the River Meon. In the background is the parish church, whose timbers are so infested with beetle and dry-rot that they threaten collapse. To mark the launching of an appeal for funds to restore the woodwork, Sir Roger Conant, M.P., President of the Fly Fishers' Club, unveiled a board commemorating the association of the church with the seventeenth-century fisherman, Izaak Walton.

BEETLE CRUSADE AT DROXFORD

The Domesday Church in the Hampshire Village of Droxford is Threatened by the Death-Watch Beetle

Serious damage due to beetle and dry-rot has been discovered in the woodwork of the Domesday church in the little Hampshire village of Droxford. To raise the £5,000 needed to save the church from collapse an appeal for funds has been launched, and a Beetle Crusade started under the patronage of several well-known personalities. The Patron-in-Chief is His Grace the Duke of Wellington, Lord-Lieutenant of Hampshire, and among the other patrons are Major-General Sir Guy Salisbury-Jones, the Marshal of the Diplomatic Corps, and Dame Sybil Thorndike. The campaigning season for raising the necessary money is during the local trout-fishing season—April 1 to September 30. This will enable the village to use the added appeal to fishermen of the memory of Izaak Walton, who was one of Droxford's most famous inhabitants. The parish church of St. Mary and All Saints was first valued in the *Domesday Book* at twenty shillings.

THE CHURCH OF ST. MARY AND ALL SAINTS: The oldest parts of the parish church which can be identified with certainty date from the twelfth century. Originally, it consisted only of a simple nave and chancel.

COMMEMORATING "THE COMPLEAT ANGLER": The simple board marking Izaak Walton's association with the church is dedicated by the rector. Sir Roger Conant, M.P., has his back to the camera. It was not until he was eighty-three that Izaak Walton's real link with Droxford began.

On left—
THE VILLAGE OF DROXFORD : In the right foreground, on the grass verge, is a wooden bench commemorating the visit just before D-Day of the commanders of the Allied invasion forces. At that time the invasion headquarters was in Sir Winston Churchill's special train, which lay in the sidings at Droxford. It was here that Sir Winston held some of his final conferences before the armada sailed for Normandy.

Below—
A HAMPSHIRE LANE : The narrow ribbon of road winds out of the village through wooded banks and outlying farmhouses and cottages. Lying in the valley of the Meon, Droxford is a small country hamlet steeped in rural traditions. The *Domesday Book* mentioned it as having "a church worth 20 shillings and two mills worth 15 shillings and two pence."

IZAAK WALTON'S DESCENDANTS : Sir Roger Conant, M.P., talks at the ceremony with Mrs. Gunner (left) and Mrs. Dalgleish, who are two of Izaak Walton's descendants.

THE OLD MILL AT DROXFORD : "The gliding stream of the Meon" flows to the mill as smoothly now as when Walton stood by its banks. The old buildings have been converted into a private residence. The old fisherman once wrote that "Hampshire exceeds all England for swift, shallow clear pleasant brooks, and store of trouts," and it remains to-day a fine county for fresh-water angling. When Izaak Walton came to Droxford, the *Compleat Angler* had already been published 23 years before.

MICE ARE NOT RIDICULOUS

This Small and Common Rodent should not be Ignored, but Treated with Respect

By BRIAN VESEY-FITZGERALD

HORACE, writing about " Vanity," delivered himself thus:

Quid dignum tante feret hic promissor hiatu?
Parturiunt montes; nascetur ridiculus mus.

What will this boaster produce worthy of this mouthing? The mountains are in labour; a ridiculous mouse will be born.

From this, we may be quite certain that Horace was not a gardener. He was a cultured, urbanely cynical, profoundly urban man, reflecting the typical male attitude to the mouse. This is how Man, ever since he became conscious of his superiority in the animal kingdom, has regarded the mouse: as a rather ridiculous creature, a timid creeping thing, too small to worry about. Women have never regarded the mouse so. They have always regarded this small rodent with respect. Even modern emancipated woman, vote-conscious and tough, taking her liquor like a man (though, on the whole, rather more gracefully), shows a marked tendency to seek elevated refuge on the appearance of a mouse. And women, as we all know, are the supreme realists. A ridiculous mouse indeed!

Consider Holinshed, writing in the latter half of the sixteenth century: "About Hallontide last past, in the marshes of Danesy Hundred, in a place called South Minster, in the Countie of Essex . . . there sodainlie appeared an infinite number of mice, which overwhelming the whole earth in the said marshes, did sheare and gnawe the grass by the rootes with their venimous teeth, in such sorte that the cattell which grazed thereon were smitten with a murraine and died thereof." This seems to be the first mention of mice as a plague in Britain (it may be taken as certain, of course, that it was not the first plague of mice in Britain), but it is not by any means the first mention of mice as a plague.

Mice are mentioned in this connection in the Old Testament. There are three references to mice in ancient Hebrew literature—in Leviticus II, 29; in the first book of Samuel VI, 4 and 5; and in Isaiah LXVI, 17. Etymologically the Hebrew word, which is translated " mouse," denotes a field-ravager, and it seems probable that it was used in a wide sense to include murine rodents generally and did not refer to any particular species of mouse. Two of the three references are in this general sense, but that in Samuel is much more definite: " your mice that mar the land." Here it seems likely that the writer had in mind a particular species, *Microtus agrestis*, the short-tailed field vole; an animal which, every now and again, causes immense damage to crop-bearing lands in Syria.

I do not think that there can be any doubt that Holinshed was also referring to the short-tailed vole. This is the animal that so riddled the ground in France one summer that a serious naturalist likened it to a sieve. This is the animal that overran Alsace in 1882, and was present in such numbers that in one parish alone half-a-million were killed in a fortnight. This is the animal which in 1907, in Nevada, destroyed 15,000 out of 20,000 acres of alfalfa. And this is the animal which multiplied to such an extent in Australia in 1917 that during a single afternoon 70,000 were killed in one stackyard.

Examples like this could be produced for most parts of the world. It is true that we in Britain have not experienced, to date, anything quite so wholesale, but we have had plagues of mice on a large enough scale, and within recent years. There was one in the North of England not so long ago. Yet, despite the enormous damage that they can do, man remains Horatian-minded with regard to mice.

Of course, plagues of mice affect more than man and his crops. It would not be an exaggeration to say that, for the period of their duration, they affect the whole of nature in the area they overrun. During the Nevada outbreak it was estimated that more than 3,000 birds of prey and carnivorous animals had gathered in the affected area. These predators, it was estimated, killed more than a million mice a month. It is true that this wholesale slaughter appeared to have no appreciable effect on the numbers of mice: but one cannot help wondering what the place would have been like had these predators not gathered together there.

Again, in the outbreak along the Scottish border, great numbers of short-eared owls made their appearance, there was a noticeable increase in the numbers of kestrels, and other birds of prey, not normally present, moved into the area. Weasels and stoats were more plentiful than usual (and, for once, were not molested by the gamekeepers), and for a short period there was a great increase in the numbers of foxes. It is at times like this that the great value of certain birds and beasts, normally persecuted, is realised. Predators do not, of course, control outbreaks of this nature. But they do help to do so.

Though the man-in-the-street continues to ignore mice, except when they get into his larder, and to treat the reactions of his womenfolk with a lofty contempt, much research has been done on them by the scientists. A good deal is now known about these sudden increases in population. Huge increases in population are not, of course, confined to mice. They are common in a number of small mammals and in some other groups as well, for example with certain insects. But it would seem that, in fact, the increase (in mammals, at least) is not sudden, but that it continues rapidly over a number of years until a peak point is attained. At this point, some malignant epidemic breaks out. The major part of the population is destroyed. And the cycle then starts all over again.

Normally there is a balanced relationship between predators and their prey by which numbers are controlled, as between parasites and their hosts. There is still a balance in nature despite the constant interference of man—but when there is an abnormal increase, an increase of " plague " proportions, this balanced relationship is broken down. Other factors then come into play. The amount of food available sets an ultimate limit to the increase in population of any animal. (As a matter of fact, starvation rarely, if ever, acts as a direct check on increase in numbers, because the increase in the numbers of enemies is such as keeps the population below the point at which starvation would operate.)

The hereditary constitution of the species provides some check on the number of young produced; at least, it does so towards the end of the cycle. There is also the incidental check of climate which affects mating or breeding, the number of young in a litter, the number of litters in a year, and so on. But all this works the other way round with the predators and also with the parasites. For example, it has been shown that during a plague of short-tailed voles the short-eared owl may have twice as many young in a brood and twice as many broods in a year as in a normal period.

The cause of the periodic fluctuation in the numbers of small mammals is not known. It seems that all small rodents throughout the world—at least all those small rodents for which we have detailed information—are subject to this fluctuation in numbers every four or five years or so. It has been suggested that these population cycles are under the control of regular cycles of climate. This cannot, surely, apply to Britain, at any rate.

It has also been suggested that these population cycles are automatic, each epidemic being followed by a period of recovery culminating in another epidemic, and so on. This seems to me to be a most reasonable suggestion, but nobody (so far as I am aware) has explained why this automatic fluctuation should apply only to small rodents. It is easy enough to see why there should be a temporary increase in the numbers of predators during a plague of short-tailed voles: but it is worthy of note that there is not a gradual build-up of the numbers of predators during the increase of voles. It happens only at the peak.

Photograph by Dr. M. S. Wood

THE LONG-TAILED FIELD-MOUSE: It is the most common mammal in Great Britain, being found everywhere, from the coasts to the tops of mountains. By country people it is often called the wood-mouse.

Somebody may point out that I started by mentioning mice and that I have since been discussing voles. Voles are mice. They differ from the other mice only in their molar teeth, which is not a point that you or I are likely to notice at a glance. In every other respect they look like mice and they behave like mice. (The word " vole," incidentally, is Norse in origin and means a field: the vole was the field-mouse as distinct from the house-mouse.)

Scientists, I believe, distinguish some thirty-seven different mice, voles and rats in the British Isles, most of the mice and voles being small island species. Most of them are distinguishable only when dead. For the ordinary man, the countryman's simple classification—small ones is mice, big ones is rats—is sound enough.

However, all this has been prompted by a mouse, a scientifically recognised mouse, not a vole; the long-tailed field-mouse is often called the wood-mouse by country folk, who, by the way, call the short-tailed vole the field-mouse. My garden suffers from the attentions of wood-mice every year, especially the crocuses and the daffodils and, later on, some of the vegetables. This is not surprising, for the wood-mouse is easily our commonest mammal, being found everywhere from sea-coast to mountain-top. I have become pretty competent in the course of years at dealing with the beautiful little brute. This spring, they have been worse than they have been for five years,

I am not suggesting that the Surrey-Hampshire-Sussex border country is going to have a plague of wood-mice this summer, but it would be interesting to know if other people have also noticed an increase. It would also be interesting to know if they have noticed this year, as I have, that yellow crocuses have suffered much more than the purple ones.

You will notice I am not suggesting that people may this year have seen more mice, only more signs of their presence. The wood-mouse is one of the most difficult of all animals to see, let alone watch, even though it is so very common.

Photograph by Eric Hosking

THE VICTIM OF A SHORT-EARED OWL: A short-tailed vole is held in the beak of the bird. This species of vole can do enormous damage to crops and land. When there is a plague of them the owls, which prey on them, have been observed to breed much more prolifically than in normal times.

THE WIND-TUNNEL BUILDINGS: In the centre is the main transonic tunnel circuit which is of the conventional closed type. Flexible and perforated walls are the most noticeable features of the working section. The project, which cost £1,500,000, is the fulfilment of the co-operative initiative and enterprise of many manufacturers. For several years the aircraft industry in Great Britain has been handicapped by a lack of really capable test equipment for the development of high-speed aircraft.

FUTURISTIC SHAPES FOR RESEARCH: The cooling system is designed to reduce the tunnel air temperature from 62 deg. C. to 50 deg. To achieve this approximately 6,000 gallons of water per minute are passed through the tubes at an inlet temperature of 25 deg. C.

A TRANSONIC WIND TUNNEL

The New Tunnel of the Aircraft Research Association at Bedford Comes into Operation

The new transonic wind tunnel, which was recently opened by the Duke of Edinburgh at Bedford, is the fruit of a co-operative effort by many British aircraft manufacturers. In 1952, because of the lack of suitable facilities for testing high-speed models, several British companies formed the Aircraft Research Association to build a transonic tunnel. These companies each contributed towards the capital cost of the project and the use of it will be made available to each firm in the proportion in which they paid towards it.

The working section of the tunnel is 9 ft. by 8 ft., enabling models of about 3 ft. span to be tested. This gives a Mach-number range of 0·7 to 1.3 with an extension to the upper limit as far as about 1·6 proposed as a future modification. A separate supersonic circuit, which will be coupled up at a later date, will be capable of running up to about a Mach-number of 3·4. There is, in addition, a smaller transonic tunnel with a working section of 9 ins. by 8 ins. being built on the same site. The main fan drive motor of 25,000 h.p. is supplemented by an additional compressor which is driven by a 13,000-h.p. engine. This compressor is situated in the separate supersonic circuit.

THE POWER HOUSE: Workmen put the finishing touches to the 25,000-h.p. main fan motor. Two twenty-blade fans send a weight flow of 1¾ tons of air per second through the tunnel.

INSIDE THE WIND TUNNEL: This removable section of the tunnel slides to one side to allow the models to be put inside for testing. It is then replaced and locked airtight. The models are transferred on wheeled trolleys from the assembly bays to the tunnel by means of a system of turntables.

"DOES THE SUBJECT MATTER?": In this painting in the Royal Academy's Summer Exhibition, Sir Alfred Munnings illustrates his dislike of modern art. Three parodies of Picasso hang on the wall behind. Puzzling over the shapeless mass of wire and stone in the centre are (according to Sir Alfred), left to right, Sir John Rothenstein, Director of the Tate Gallery, a model, who works at Selfridge's, Mr. Humphrey Brooke, Secretary of the Royal Academy, and Mr. John Mavrogordato, a Professor of Greek History at Oxford. Examining the object in the background is (on left) Mr. Thomas Bodkin, Professor of History and Fine Arts of Trinity College, Dublin. Sir Alfred has composed a little jingle on the central object :

And why not purchased for the State?
The State, alas, has come too late
Because the subject's so profound,
'twas sold for twenty thousand pound!

Sir Alfred Munnings has referred to the admirers of modern art as "Yahoos" (Lemuel Gulliver's "imaginary race of brutes having the form of men"). He refused to attend the Academy's banquet—the first he has missed since 1899. He said that the modern-art section this year was the worst he has ever seen; full of "foolish things" and "bits of nonsense." The artists are "young brutes who want to knock you sky-high." "Any amount of good painting is rejected because of this stuff," he added.

On left—

A PICTURE WITHIN A PICTURE: "Still Life: the Pickwick Club," by Mr. F. W. Elwell, R.A. In the background is a painting of Mr. Pickwick proposing a toast. In front, on the table, are two old spirit jars, a punch bowl, clay pipes, a jug, decanters and candlesticks. The painting is an embodiment of the convivial spirit of Dickens' famous creation.

IN THIS YEAR'S ACADEMY

Satire by Sir Alfred Munnings, and Other Paintings at Burlington House

"YORK FESTIVAL TRIPTYCH": This impression of York in the form of a triptych by Mr. R. Eurich, R.A., is among the selections for this year's Summer Exhibition at the Academy. It is a composition that does not show an actual view, but is typically and recognisably York. In the distance, on the extreme left, are the ruins of St. Mary's Abbey, where a mystery play, *The Last Judgement*, is being performed. The centre panel, dominated by the Minster, is occupied by a canal, a tributary of the Ouse. Crossing the bridge is the cast of another mystery play, riding in the "Noah's Ark" on a cart. The street in the right-hand panel represents "Vanity Fair," with a fairground beyond the cemetery and the trees in the distance.

AN OLD MAN AND HIS TUBA: Another picture by 85-year-old Mr. Frederick Elwell is of a venerable musician and entitled "Old Leeman." Mr. Elwell, whose paintings of his native Beverley, in East Yorkshire, have been a feature of the Academy for many years, became an R.A. in 1938.

On left—

ARTIST AND MODEL: Signor Pietro Annigoni, famous for his portrait of the Queen, is shown in front of his painting of Dame Margot Fonteyn, which hangs in the Royal Academy's Summer Exhibition. A bronze statue of Dame Margot Fonteyn, by Maurice Lambert, R.A., is also among this year's exhibits.

CIDER SAMPLING

An Annual Tasting is Held at Long Ashton Research Station, Bristol

A large number of people from all over the world gathered earlier this month in the cider house of the Long Ashton Research Station, at Bristol, for the annual tasting of the year's new cider blends. One of the chief topics of conversation before the serious business of judging the samples began was the new tax on certain ciders. In future, those with an alcoholic content of 8.5 per cent. by volume, or which are 15 per cent. proof, will be liable to tax. The British Wine Industry have voiced their approval of this, for it now gives them a chance to compete on favourable terms with the artificial or champagne ciders which to date have paid no tax at all.

The tasting began with a series of single-variety ciders, some already well known, others being the results of the new vintage trials in which lesser-known varieties were used. One group showed the effects of fermentation treatment, another included blends from last year's make, while a third illustrated the effects of juice specific gravity on cider quality. All the single-variety ciders were made by a standardised method which involved the use of special juices and the addition of yeast. The ciders were centrifuged and filtered at a specific gravity of 1.005, then sweetened, saturated with carbon dioxide and pasteurised in bottles. Other varieties included those made by controlled or uncontrolled fermentation. Among them were such blends as *Sweet Alford*, *Brown Jersey* and *Kingston Black*.

The making of cider can be traced back for hundreds of years in parts of Europe. In England the counties of Devon, Somerset, Gloucestershire, Herefordshire, Kent and Norfolk have long been noted as fine cider-making centres, while in France both Brittany and Normandy have long associations with the trade. The actual method of making cider varies from place to place, but the basic outlines remain essentially the same. The apple crop is first crushed or grated and the juice pressed from the pulp. It is then allowed to stand in an open vat until the solid particles have risen to the top to form a scum which is then skimmed off. This "keeving" is continued until all the particles have been removed, after which the clear liquid is put into a fermenting cask. To produce sweet cider, the liquid is filtered before full acidity sets in.

THIS YEAR'S BLENDS: Cider-growers and makers study the lists of new varieties before the serious business of passing judgment upon them begins. The tables in the cider house at Long Ashton, Bristol, were lined with neat rows of sample bottles and with plates of cheese to freshen the palate after the various tastings. Altogether some twenty-seven varieties were offered.

JUDGMENT ON THE BOUQUET: Mr. A. Stuckey, who farms at Kingsbury, Somerset, sniffs the bouquet of one of the cider varieties.

THE TONGUE'S DECISION: Mrs. F. Logemann, who came from The Hague, Holland, for the tasting, samples a new blend.

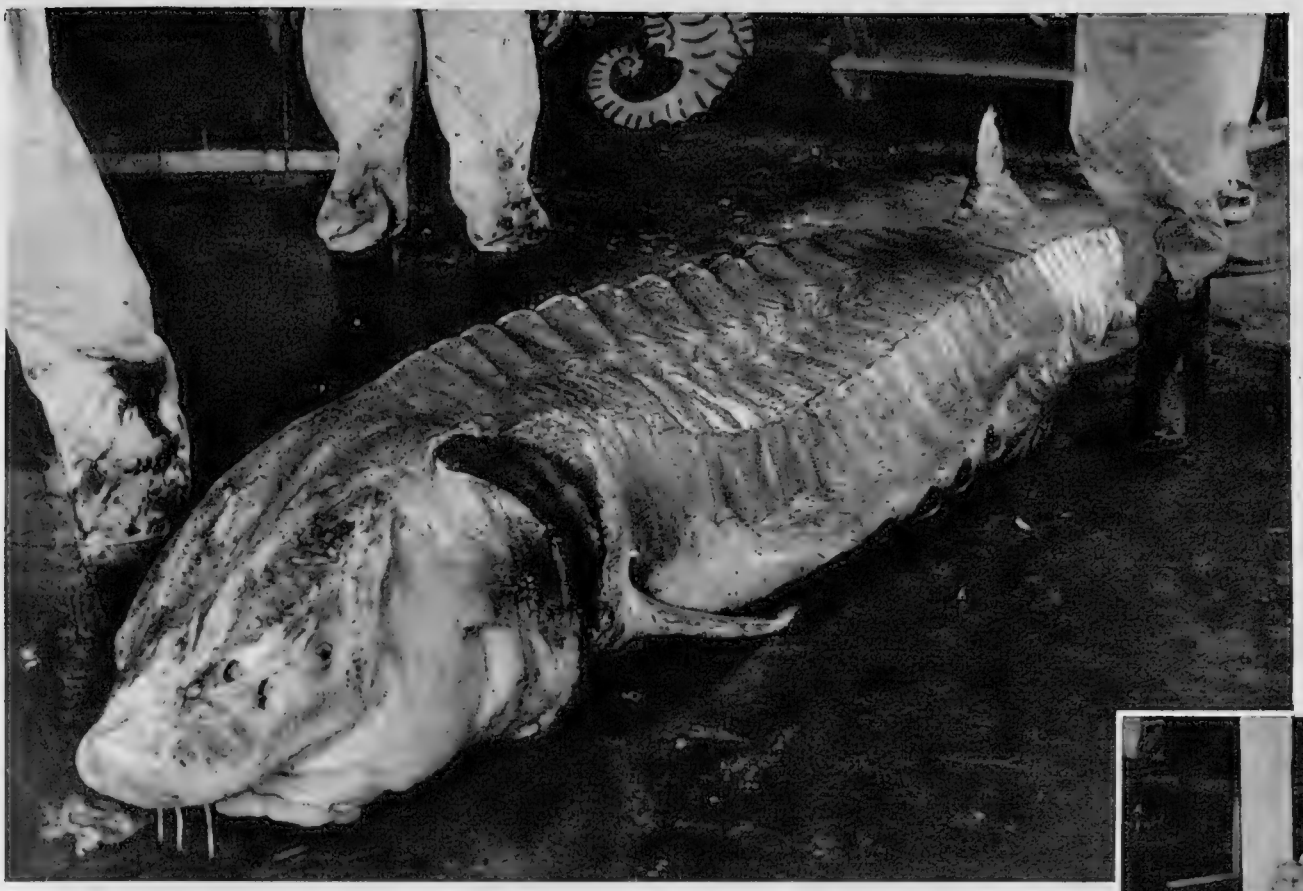
AFTERTHOUGHTS: Eighty-two-year-old Mr. W. H. Neild, from Hereford, reflectively eats a biscuit between tastings.

A SHOW OF HANDS: Towards the end of the tasting several votes were taken on the various blends. One of the most popular was No. 27, a *Kingston Black*. Such other varieties as *Dabinett*, *Knotted Kernel*, *Slack Ma Girdle* and *Reinette Obry* were also given an honourable mention in the final judgment.

NEXT ON THE LIST: A steward pours out one of the samples while the tasters study its origins and the blends used. The ciders offered included several older blends for comparison with the new ones.

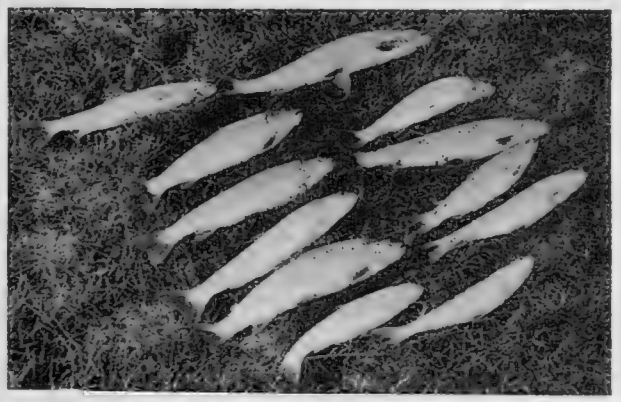
BIG FISH AND LITTLE FISH

A Giant Sturgeon; a Marlin and a Halibut; "Guinea-Pig" Trout



On left—

A MONSTER STURGEON: This great sturgeon, 10 ft. long and weighing 580 lb., was caught near Hong Kong early this month. *Below*—The sturgeon is being dissected by members of the Fishery Unit of the University of Hong Kong. This fish is found in both salt and fresh waters. The largest sturgeon ever caught is said to be one netted from the Volga River, in the Soviet Union. It measured 26 ft. in length and weighed nearly 1½ tons. Under an Act of Edward II, sturgeon caught in rivers in Britain are "Royal Fish" and belong to the Sovereign.



SAMPLES FOR THE MINISTRY: These dozen trout, caught in an experimental netting in the Glaslyn River, are ready to be sent to the Ministry of Agriculture, Fisheries and Food.

TROUT-NETTING EXPERIMENTS AT PORTMADOC: Fisheries Superintendent Herbert Evans (centre, with hat) watches with river bailiffs as netsmen draw in the nets after one of the recent experiments on the Glaslyn Estuary, Portmadoc, North Wales. The Glaslyn Angling Association claims that there is an earlier run of sea-trout from the sea to the River Glaslyn than on any other river in North Wales. They want the date of the opening of the fishing season advanced from May 1 to at least April 1. The Gwynedd River Board, which controls the river, is trying to ascertain whether this earlier run is a fact. A number of experimental nettings have been made. The first caught 1,500 sea-trout, weighing between 4 and 8 lb. each and totalling 3 tons. Eight men were unable to haul in the nets on that occasion, but later hauls have been much smaller. On each occasion samples of a dozen trout have been sent to the Ministry of Agriculture, Fisheries and Food to determine whether they are kelts (fish which have spawned and are returning to the sea) or fish coming in from the sea to spawn. All so far caught have been kelts. A public inquiry was recently held at Portmadoc to discuss the proposal of advancing the opening of the trout-fishing season.

A PROBABLE RECORD-BREAKER AND ITS CAPTOR: This giant 756-lb. 14-ft. blue marlin, caught by Allen Sherman, of New York, off Puerto Rico, may establish a world record. The previous biggest blue marlin to be caught scaled 742 lb. Confirmation of an International record is expected soon.

A PRESENT FOR THE PRESIDENT: Mr. Nestor Hill, of Massachusetts (on left), is seen at the White House with a 100-pound halibut, which he presented to the President. On the right is Mr. Sherman Adams, the Presidential Assistant, accepting the halibut on behalf of Mr. Eisenhower, and on the far right, Mr. D. W. Nicholson, a Massachusetts Congressman.

THE NEW "EMPRESS": The *Empress of England*, latest addition to the Canadian Pacific Line fleet, dominates the Tyne after her launch by Lady Eden. She was built at Vickers-Armstrong's yard at Walker-on-Tyne, near Newcastle. The 26,000-ton liner, costing £6,000,000, will ply between Liverpool and Montreal, and will have a speed of 21 knots. She is to make her maiden voyage early in 1957, and will be the fifth ship bearing the name of "Empress" in the present Canadian Pacific fleet.

BRITAIN'S NEW LINER

The "Empress of England" was Launched by Lady Eden at Vickers-Armstrong's Yard, Newcastle, Last Week

The *Empress of England* is a sister-ship of the *Empress of Britain*. She will have accommodation for 150 first class and 900 tourist class passengers in air-conditioned cabins. A feature of the design will be the very large windows on the promenade deck, giving unrestricted views. The liner is to be equipped with a Denny-Brown stabiliser, which reduces a roll of 18 degs. in rough weather by two-thirds. She is 640 ft. long by 85 ft. broad. Her modern profile will have a single low funnel and mast, with a silhouette lower than that of any new vessel of comparable size. Navigation on the St. Lawrence River is not easy, and the *Empress* has been specially designed for a high degree of manœuvrability. When she is complete, she will join the *Empress of Britain*, the *Empress of Australia*, the *Empress of France* and the *Empress of Scotland*. The Canadian Pacific fleet was crippled in the last war. Six out of thirteen passenger liners and four out of five cargo liners were sunk by enemy action. The *Empress of Canada* was destroyed by fire in January, 1953. The first three *Empresses*, the *Empress of India*, *Empress of China* and *Empress of Japan*, made their maiden voyages in 1891, on a $600 tour "Round the World in 80 Days."

THE NEW LINER TAKES TO THE WATER: The towering *Empress of England* glides down the slipway after Lady Eden had broken a bottle of champagne on her bows. She is the largest passenger ship built on the Tyne for 17 years.

A JOB WELL DONE: Shipyard workers watch, and beyond them the dust rises from the drag-chains as the *Empress of England* settles down in her element. The band plays in the right foreground. The new liner is a sister-ship of the *Empress of Britain*.

A "FOUR-POSTER" OF THE GREAT DAYS: The four-masted barque *Pamir* sails under full spread of canvas in Falmouth Bay. She is bringing a cargo of grain from South America to Hamburg. *Pamir* is one of the last survivors of the "Deep Waters men" of the great days of sail. Displacing 3,103 tons, she was built in Germany in 1905. She started life as one of the fabulous "grain-racers" on the Australia run, and later passed into Finnish hands. During the last war she was taken as a prize of war by the New Zealand Government, but was handed back to Finland in 1948 as a gesture of goodwill. *Pamir* now flies the colours of the West German Federal Republic, is a training-ship for merchant marine officer-cadets and still follows her original trade. She has been reprieved several times from the breakers.

THE LURE OF SAIL

A Heroic Survival; an Admiral Preoccupied

On left—

BUSMAN'S HOLIDAY: Admiral of the Fleet Sir George Creasy, R.N., amuses himself with a model yacht at a garden-party given by General Gruenther, the retiring Supreme Allied Commander, Europe, at Marnes-La-Coquette, near Paris.

CONTEMPORARY ETCHERS AND ENGRAVERS—2

JOHN FARLEIGH—WOOD-ENGRAVER

By NEVILE WALLIS

ESTABLISHED artists nowadays tend, like actors, to deceive one by their appearances. Mr. Henry Moore, for instance, could easily be taken for a bank manager in the City. Mr. John Farleigh, on the other hand, with his deliberative speech, his lean and pensive face, has the air of the creative craftsman that he is. It is only after parting with him, and turning to *Who's Who*, that his quiet, almost diffident manner begins to make a deepening impression. Engraver, painter, and designer, chairman of the Crafts Centre, friend and collaborator of Bernard Shaw, this artist has packed a happy and conspicuous career into a life only fifty-six years advanced. Happy, that is to say, until some eighteen months ago, when the death of his only daughter occurred. She was a talented flautist, and "there is no music in the house now."

What that has meant to Mrs. Elsie Farleigh, his partner for thirty years, may be surmised. How much it must mean to the engraver is apparent in his prints, often approaching as closely to the condition of music as imaginative art can do. Yet the restless spirit of the past eighteen months may well have proved productive of ideas that require only calm and concentration for their full realisation.

ENGRAVER, PAINTER AND DESIGNER: John Farleigh is at work in his studio in Hampstead, in London. At the age of fifty-six he is Chairman of the Crafts Centre and has had a conspicuous career. However, he still regards every fresh wood-engraving as "a challenge to stretch almost beyond his artistic reach."

JOHN FARLEIGH AND HIS ARTIST WIFE: The paintings on the wall of this corner of their home are by Mrs. Farleigh, who paints with distinction under the name of Anne Neville. The mirror over the mantelpiece is Venetian.

For some time, indeed, Farleigh has been chafing at the discipline imposed by the wood block; and his fairly recent print of "The Last Bus, Weymouth," shows an unwonted freedom in his handling of the tool. In this summer's exhibition at the Royal Academy we may notice, too, his experiment of printing his design in a greenish-black ink—another escape from the tyranny of convention. He regards every fresh wood-engraving as a challenge to stretch almost beyond his artistic reach.

That Farleigh's mind has always been a questing one, responsive to any stimulus that life has unexpectedly offered, was shown conspicuously in his work for Shaw. One morning in 1932, out of the blue, came a letter from the sage proposing illustrations for his forthcoming volume of *The Adventures of the Black Girl in Her Search for God*. "Are you sufficiently young and unknown to read the story," the letter concluded, "and make one trial drawing for me for five guineas? That is, if the job interests you." It did, of course, enormously. And yet, as Farleigh admitted years after, with the best will in the world no artist can do himself full justice in a trial drawing or rough.

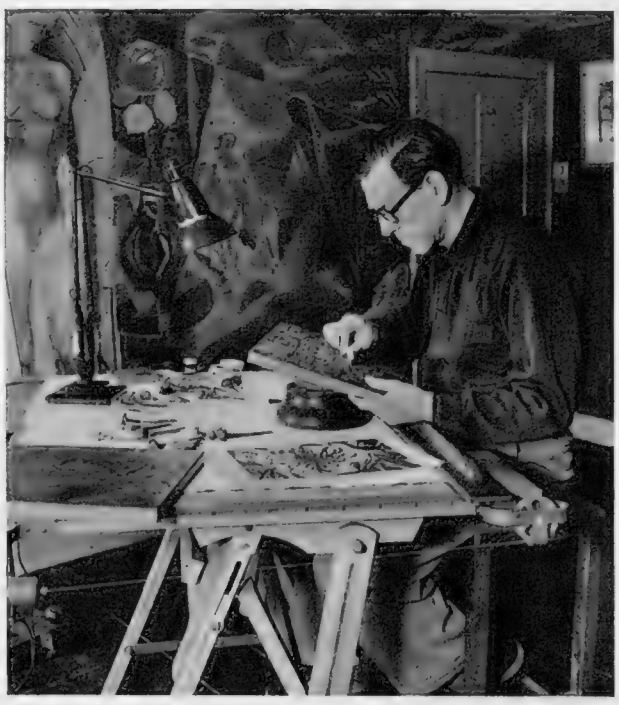
Still, Shaw was satisfied. "Good," a spindly hand signalled assurances from Whitehall Court; "I think you can make a real job of it." Thereafter, the Shavian epistles, buoyant and opinionated, were hardly less stimulating than the suggestive sketches that accompanied them. Talking one day to Shaw, Farleigh even suggested that he might be of no further service, seeing how greatly Shaw's drawing had improved. "Ah, I did not set out to be Shakespeare," Shaw replied, chuckling, "but Michelangelo!"

There is no doubt that, from the outset, G. B. S. divined the young artist's worth. The apt stylisation and inventiveness of Farleigh's wood-cuts for *The Black Girl* resulted in a further request some years later for engravings to illustrate a new edition of the author's *Back to Methuselah*. His illustrations in the '30's, which include also the singularly beautiful ones for D. H. Lawrence's work *The Man Who Died*, were the culmination of years of previous endeavour. To understand that background, we may pass over childhood and school-days in Kensington, and follow his adventures from an interview one day in 1914.

On that June day, at the tender age of fourteen, John Farleigh cheerfully paid his premium and became apprenticed to an advertising firm known as the Artists illustrators. In his beautifully written book, *Graven Image*, he has recounted his experiences in the studio of that ramshackle (and now vanished) premises in Balham. Placed under the care of an old man who spent some time in curing his jubilant charge of whistling, young Farleigh turned his hand to such various commercial work as lettering, wax-engraving, and drawing for advertisements.

Through his early acquired habits he learned to love his materials; "the smell," as he says, "of printing ink and oil; the noise and chatter of printing presses; the aloofness of a tool when it is lying idle and its adaptability when it is in the hand, waiting on you and whispering to you." It was a halcyon period, terminated abruptly by call-up papers in June 1918, followed by months of boredom, until his irresistible urge took possession of him again as a student at the Central School of Art in Southampton Row.

We need not dwell on those student days—far more exciting ones were to follow—except to note that painting then absorbed him more than wood-engraving. A youthful painting was actually accepted by the progressive London Group, where Farleigh exhibited with distinction only this spring. His studies were as valuable in Southampton Row as at Balham, and certainly he learned the danger of giving the emotions too free a rein without craft to control them. Nevertheless, it was a pretty versatile young artist of twenty-two—wood-engraver, etcher, lithographer, book illustrator, landscape painter, and even mural decorator—who hopefully applied for the post of art teacher at Rugby, and received the appointment.



A GREAT CREATIVE CRAFTSMAN AT WORK: Gravers and other tools of his trade are spread on the table at which John Farleigh is working on a wood block for one of his fine engravings.

No fresh experience has ever been unprofitable to Farleigh, and though his experience of public school life was to dissatisfy him after two years, he learned there as much as he taught. Problems of anatomy and of perspective engrossed him particularly. As for his restless young students (their attention, alas, perpetually distracted by the adjoining tuck-shop), even they provided absorbing studies. For was not the mature man—the artist reflected—delicately engraved on every small face? All the same, Rugby was beginning to pall, and London summoned. With relief he returned to teach antique and still life at the Central School of Arts and Crafts.

Not long after, a meeting with Robert Gibbings, who was conducting the Golden Cockerel Press, led to a commission to make small wood-cut illustrations for Swift's *Essays*. Up to then, Farleigh had made surprisingly few engravings, and his intensive researches into the possibilities of the wood block, prompted by the Swift commission, continued to occupy him down the years. In this sphere his distinctions accumulated. To-day he is a member of other societies beside the Royal Society of Painter-Etchers and Engravers, and of British Artists, and he has been a distinguished contributor to the Royal Academy for twenty years. It is fitting that one who has worked so strenuously for the revival of fine craftsmanship in a mechanised age, both as Chairman of the Crafts Centre in London and as Vice-President of the Arts and Crafts Society, should have been awarded the C.B.E.

It is not easy to describe the distinctive character of engravings so various as John Farleigh's. Like Eric Gill, he has a teacher's mind, and the problems he poses with his graver seem often to test a theory, or demonstrate some unsuspected truth. Yet Farleigh would hold that art is as much a means of communication as of self-expression, and everyone of us can appreciate the perfectly incised convolutions of his "Dahlia," or respond to the imagination of such illustrations as those for *The Black Girl*.

It may possibly require a rather greater imaginative leap for us to appreciate a visionary wood-engraving like "In My End is My Beginning"—but no greater than the artist's own leap into the world of T. S. Eliot that inspired it. The mood of Farleigh's more visionary prints may be as mysterious as music; but there is no one who cannot follow, in the delicate white lines, the beguiling details of his allegory. If your eye has ever been caught by a glistening spider's-web under dew, it must surely be held by the conscious precision of this artist's flowing tracery.

What is one's final impression of the endeavour of this artist, as one leaves him in his memory-haunted home in Belsize Grove? Perhaps it is best conveyed in his own modest words; his desire "to make a book beautiful—to make something that will drop into place among the small things of life, and to pass on something of the dignity and pleasure of a craft."

FROM "THE BLACK GIRL IN HER SEARCH FOR GOD": This is one of the engravings which John Farleigh made for Bernard Shaw's book in 1932. Shaw appreciated the artist's true worth and wrote: "I think on the whole, this job does us credit, especially you. Eh?"

"THE LAST BUS, WEYMOUTH": Here is a work which shows that Farleigh is always developing his style. It is a comparatively recent print revealing an unusual freedom in the handling of the tools of the artist's craft.

JONATHAN SWIFT'S ESSAYS: Farleigh contributed engravings to the volume edited by Ellis Roberts. This reproduction is facsimile.

"DIGNITY AND PLEASURE": An engraving of hellebore is evidence of his desire "to pass on something of the dignity and pleasure of a craft."

On right—
AN ILLUSTRATION TO "THE PILGRIM'S PROGRESS": The composition portrays the Web of Flattery.

ART OF DISTINCTIVE AND VARIED CHARACTER: *Left*—"Dahlia" is in Farleigh's more conventional style. *Right*—"Melancholia" is one of his more visionary prints, in which the design compels attention. In his time John Farleigh has been wood-engraver, etcher, lithographer, book illustrator, landscape painter and even mural decorator.

MARSHAL TITO IN PARIS

The President of Yugoslavia and His Wife Pay an Official Visit to France

BY TRAIN TO PARIS: President Tito and his wife, Madame Broz, stand at a window of their special train during a stop at Opicina, near Trieste, on the way to France. Madame Broz is holding a little Slovene girl whose parents had come to welcome the couple. Apart from the merely formal interest of the official visit to the French capital, there was another, more political, in that it came on the eve of the departure of the French Prime Minister, M. Guy Mollet, and M. Pineau, the Foreign Minister, for talks in Moscow. There has been considerable emphasis recently, on the part of M. Pineau, on the possibilities of peaceful co-existence. There was no fixed agenda for the series of conversations between the French and Yugoslav delegations; instead, the talks were in the nature of a "tour d'horizon." Among the subjects discussed was the problem of disarmament.

ON THE STEPS OF THE ÉLYSÉE PALACE: M. René Coty, the President of the French Republic, shakes hands with Marshal Tito shortly after the arrival of the Yugoslav party. On the left is Madame Broz who, with her husband, was the guest of M. Coty in the President's Palace during their stay in Paris.

CONVERSATION AT THE HÔTEL DE VILLE: The Yugoslav President hides a smile as M. Jacques Féron, the Mayor of Paris, whispers to him during a reception he attended at the Hôtel de Ville.

MUNICIPAL RECEPTION: President Coty speaks with Madame Broz during the reception at the Hôtel de Ville. In a speech Marshal Tito emphasised Franco-Yugoslav co-operation during two world wars.

CEREMONIES IN PARIS: Marshal Tito signs the "Golden Book" for distinguished visitors after placing a wreath on the tomb of the Unknown Soldier at the Arc de Triomphe. He later lunched with the French President and received the Diplomatic Corps. The Papal Nuncio, who is doyen, *ex officio*, of the Corps, was not present. *On left*—M. René Coty pins the Médaille Militaire on the uniform of Marshal Tito. The award was made during a short ceremony in the gardens of the Élysée Palace. The accompanying citation refers to the Marshal's "personal courage and unflinching patriotism" in the war and recalls the stand of his guerillas against seven successive offensives by the armies of the Third Reich.

WORK ON THE FORTH BRIDGE

Routine Maintenance is Carried Out on the Mile-and-a-half-long Steel Span

On left—
FROM AN UNUSUAL ANGLE: This picture was taken from the top of the 361-ft.-high main cantilever of the Forth Bridge, when riggers were erecting a staging for routine maintenance work. In the distance is North Queensferry and Inverkeithing. The vast bridge across the Firth of Forth was begun in 1882 and opened for traffic in 1890. From an engineering point of view it marked an epoch in the history of bridge building. Its enormous clear spans of 1,710 ft. between the supports were achieved by the use of the cantilever design of the superstructure. Slightly over a mile-and-a-half long, there are three main piers from which the six cantilever arms rise into the sky. The clear height of 150 ft. and the long spans give easy headway to vessels of any size or type.

Below—
INSIDE AND OUTSIDE: One of the twenty-nine permanent painters who work on the bridge brushes down the interior of a long tube forming part of the superstructure. The tubes are 12 ft. in diameter and have to be painted on both sides to avoid any possibility of erosion. The painting is a vital part of the general upkeep and maintenance of the steel structure.

UNDER A RAILWAY BUT ABOVE THE SEA: A plater and a driller repair a catwalk suspended below the railway track which is 158 ft. above water level.

TWICE DAILY: The joints on the rails are checked twice daily by this linesman, who makes the mile-and-a-half journey in each direction every day.

A VARIETY OF TREASURES FOR AUCTION AT CHRISTIE'S IN EARLY JUNE: *Extreme left*—One of a pair of 19-in. English Derbyshire spar and ormolu candelabra. The mounts are by Matthew Boulton, the partner of James Watt (for sale on June 7). *Left*—This Mogul pale green jade bottle-shaped vase on a Louis XVI ormolu and marble stand is one of two (in June 7 sale). *Centre*—A German Renaissance gold and enamel pendant of openwork scroll form decorated with rubies and pearls will be sold on June 13. *Right*—Two of the three Meissen figures, showing Augustus the Strong, King of Poland, dressed as a miner, which are among the Meissen being offered on June 8. They are by Meissen's chief modeller, J. J. Kaendler, and dated 1731. *Extreme right*—A pair of 20¼-in.-high Ch'ien Lung figures of deities wearing crucifixes round their necks illustrates the influence of eighteenth-century missionaries in China (for sale on June 6).

LONDON'S SALE ROOMS

Fine Art Collectors will Find Many Rare Items for Auction between May 24 and June 8

WHEN works of art, especially of a ceramic nature, from the collection of the Baroness van Zuylen van Nyevelt appear in the London sale room, *habitués* are accustomed to expect items of beauty, importance and unusual interest. On November 25, 1954, nine of her beautiful Nymphenburg figures sold at Christie's for £35,647. Now a further 137 lots of fine Meissen and other Continental porcelain, together with a few pieces of English porcelain and glass from the Baroness' collection, are to be sold at Christie's on June 8.

It may be said that the products of Nymphenburg, one of the seven great German porcelain factories of the eighteenth century, were outstanding in beauty. But the products of Germany's Meissen manufactory reigned supreme in the history of European ceramic art until the outbreak of the Seven Years War in 1756. Chief modeller at Meissen in 1731 was the gifted Johann Joachim Kaendler.

A series of eight Meissen figures of miners modelled by Kaendler are included in the June 8 sale. Two of them represent the figure of "Augustus Rex," King of Poland, dressed as a miner, and all eight are marked with crossed swords in blue. There are many attractive Kaendler pieces in this sale. They include one of his "Indiscreet Harlequin" groups, another of "Beltrame and Columbine," one of a Youth and a Girl, and two others representing "The Elements" and "The Continents." All are of importance and all are beautifully balanced.

The arrival in Britain of shipments of Chinese objects of art is now an occasion of some rarity. Collectors, therefore, have to look to sale rooms in London and elsewhere for such material. For example, in a sale of Chinese porcelain at Christie's on June 6 are five Chinese painted mirror pictures, in gilt frames, of the Ch'ien Lung period (1736–95). These are colourful examples of mid-eighteenth-century Chinese mirror decoration, a technique probably introduced to China from Europe by Jesuit missionaries.

Among the pictures to be sold at Christie's on June 1 is a superb work by Francesco Guardi: "The Piazza of St. Mark's, Venice" (18¾ by 33 ins.). This was at one time in the Viscount Rothermere Collection. On the same day as this latest Guardi on the market is offered for sale seventeen pictures from the collection of the Duke of Roxburghe will also come under the hammer. One of these, "Portrait of Peter Beckford, Esq., of Stepleton" (94 by 64 ins.), who is depicted in a pink coat richly embroidered with silver braid, is by Pompeo Batoni. It is signed and dated 1766 and was painted in Rome. Batoni, in his day, painted the portraits of twenty-two reigning monarchs.

Two pieces from another sale (June 7) at Christie's are of particular interest: they are a pair of Mogul pale green jade seventeenth-century bottle-shaped vases on Louis XVI ormolu and marble stands; and a pair of 19-in.-high late eighteenth-century English Derbyshire spar and ormolu (from the French *or moulu*) candelabra, with mounts by Matthew Boulton, of Birmingham. A number of Boulton's late eighteenth-century ormolu productions were to designs provided by the Adam brothers and had great elegance.

The grey granite walls of romantic Cotehele House, Cornwall, brought by Hilaria of Cotehele in 1353 on her marriage to William Edgcumbe, provide something of an historic background to two forthcoming sales at Sotheby's. The Earl of Mount Edgcumbe has sent silver for sale in those rooms on May 24 and also a remarkable collection of pewter, which will be offered on June 1. The latter is already arousing wide interest amongst collectors.

AT SOTHEBY'S ON JUNE 1: Two of these rare Queen Anne love-seats covered in tapestry will be up for sale.

It was all made for Cotehele in the seventeenth century and, until now, has never left the house and is, consequently, little known. Most of it has been stored for years in an attic. A pair of rare altar candlesticks of exceptional height (12 ins.) of the Charles II period, *circa* 1660–95, and engraved with the Edgcumbe arms, creates immediate discussion. At the top of the column is a hitherto unrecorded pewterer's mark—a fouled anchor with the initials "I. S." in a small beaded circle.

On the same day (June 1) at Sotheby's there will be a sale of English and Continental furniture. Among the former are some pieces of importance. They include a George II needlework-covered armchair; a pair of rare Queen Anne love-seats covered in Soho tapestry, and a Queen Anne settee with a contemporary needlework cover. These have been sent for sale by Countess Edward Bismarck, of Long Island, New York.

In the silver to be sold at Sotheby's on May 24 are nine Charles II three-prong trefid forks of 1667, a Charles II flagon of 1647, and a George II sauce ladle by Paul de Lamerie. This ladle is unusual, because it bears each of Lamerie's second and third marks struck twice on the stem. These were entered on March 17, 1732, and on June 27, 1739, respectively.

In a jewellery sale on May 31 at Sotheby's is a magnificent emerald mounted as the centre of a diamond cluster brooch. Tradition has always said that this jewel was formerly the property of Prince Esterhazy and that it was worn as an ornament in the hilt of his sword. It was bought from the Prince by John Baring, 2nd Baron Revelstoke, and later passed into the family of the vendor, Mrs. Beatrice Grosvenor. In the same sale is a splendid diamond weighing nearly 18 carats. The stone is of a remarkable steely-blue colour.

Early in the seventeenth century, large decorated Delft ware dishes or chargers became popular and remained so for nearly 150 years. Many specimens bearing portraits of kings and queens, from Charles I to George II, have, in fact, survived. A fine specimen depicting Charles I with three of his children is preserved at Chequers.

In the first portion of the fine selection of English Delft chargers assembled by the late G. F. Glenny, which comes up at Sotheby's on May 29, a late seventeenth-century William and Mary blue dash charger is one of the more amusing pieces in the collection. It shows full-length portraits of the King and Queen in Royal robes, the Queen wearing her crown at an alarmingly tilted angle. Also in the same sale is a fine 13-in.-high Chelsea white bust of George II, and a rare Meissen silver-mounted cylindrical tankard finely painted by J. G. Herold.

To complete the Sotheby's scene, the sixth part of the Andre de Coppet collections of autographed letters and historical documents will be sold on May 28 and 29. In one of eight letters written by Benjamin Disraeli is a lively description of his social and political life: "To-morrow at an early hour is that annual bore, the Duke of Bucks first dinner. . . ."

In another lot will be found a letter from Sarah, Duchess of Marlborough, to "Charles Middleton, gardener att the Duke of Marlborough's in St. Albans Hertfordshire." The Duchess's letter, written in her impetuous handwriting, is a characteristically lively and outspoken reprimand to her gardener. Among the rest of the lots is a letter in Russian from Rasputin to his wife: ". . . the end of the world is near. The earth will be shaken by evil, hunger and disease."

THE PIAZZA OF ST. MARK'S, VENICE, BY FRANCESCO GUARDI: This superb masterpiece is 18¾ by 33 ins. and comes up for sale, with other splendid pictures, at Christie's on June 1. Last month a pair of Guardi's sold for £21,000 in these sale rooms.

On right—

PETER BECKFORD, ESQ., OF STEPLETON: This portrait, 94 by 64 ins., by Pompeo Batoni, is signed and dated 1766 and is from the Duke of Roxburghe Collection. It was painted in Rome and is another picture in the sale at Christie's on June 1.

ALEC GUINNESS IN A NEW ROLE: He is Boniface, the hen-pecked husband who "breaks out" in *Hotel Paradiso* at the Winter Garden Theatre, in London. The play, which was written by Feydeau and Desvallières in the 1890's, is regarded as one of the original French farces.

FRENCH FARCE

"Hotel Paradiso" Brings to the London Theatre a Classic Farce From France

THE DOWN-TRODDEN HUSBAND HAS A FLING: Alec Guinness, as Boniface, makes passionate overtures to Irene Worth, in the part of Marcelle Cot, the pretty but neglected wife of his friend and neighbour in *Hotel Paradiso*.

Georges Feydeau and Marcel Desvallières wrote *Hotel Paradiso* in the 1890's, and since then it has been frequently revived in Paris. Now Londoners can see at the Winter Garden Theatre why this play is regarded as the basis or origin of what is usually termed French or bedroom farce.

It is an extremely amusing, and sometimes riotous, performance. The ingredients are what the audience expects. A hen-pecked husband, Boniface (played by Alec Guinness, who is making one of his rare appearances in farce), breaks through his bonds and makes overtures to his neighbour's wife (Irene Worth). As a sub-plot a priggish student (Kenneth Williams) is seduced by the maid (Billie Whitelaw).

Inevitably all the characters arrive in the Hotel Paradiso. Among them are the youth and the maid and the neighbour (Frank Pettingell), whose wife is in danger from Boniface. The scenery is cleverly contrived to show several bedrooms, and there is a haunted room in which the ghosts turn out to be a stuttering father (Douglas Byng) with his four daughters. The lively production is by Peter Glenville, who also translated the play from the French.

DOWNFALL OF A PRIG: Kenneth Williams, as Maxime, the priggish student, is distracted from his studies by Billie Whitelaw, who plays the maid Victoire. With the other characters in the play they end up in the bedrooms of the Hotel Paradiso and add to the riotous confusion of the plot. Peter Glenville is responsible for production.

On right—
FEIGNED JEALOUSY: Alec Guinness, the husband, threatens Martita Hunt, as his wife Angelica, with a slipper, when he pretends that he believes her to have been unfaithful to him.

THE "HAUNTED" BEDROOM: By the curtains, left, is Billie Whitelaw with Kenneth Williams in foreground, and, at back, Douglas Byng (Martin). Then, right, are Anne Warren (Marguerite); Virginia Holt (Pervenche); Alanna Boyce (Paquerette); and Jale Davaz (Violette).

THE BLOODIEST RIOTS IN ATHENS FOR TWELVE YEARS: Sticks and stones are hurled at the police by the mob demonstrating after hearing no reprieve would be granted to two terrorists condemned to death in Cyprus.

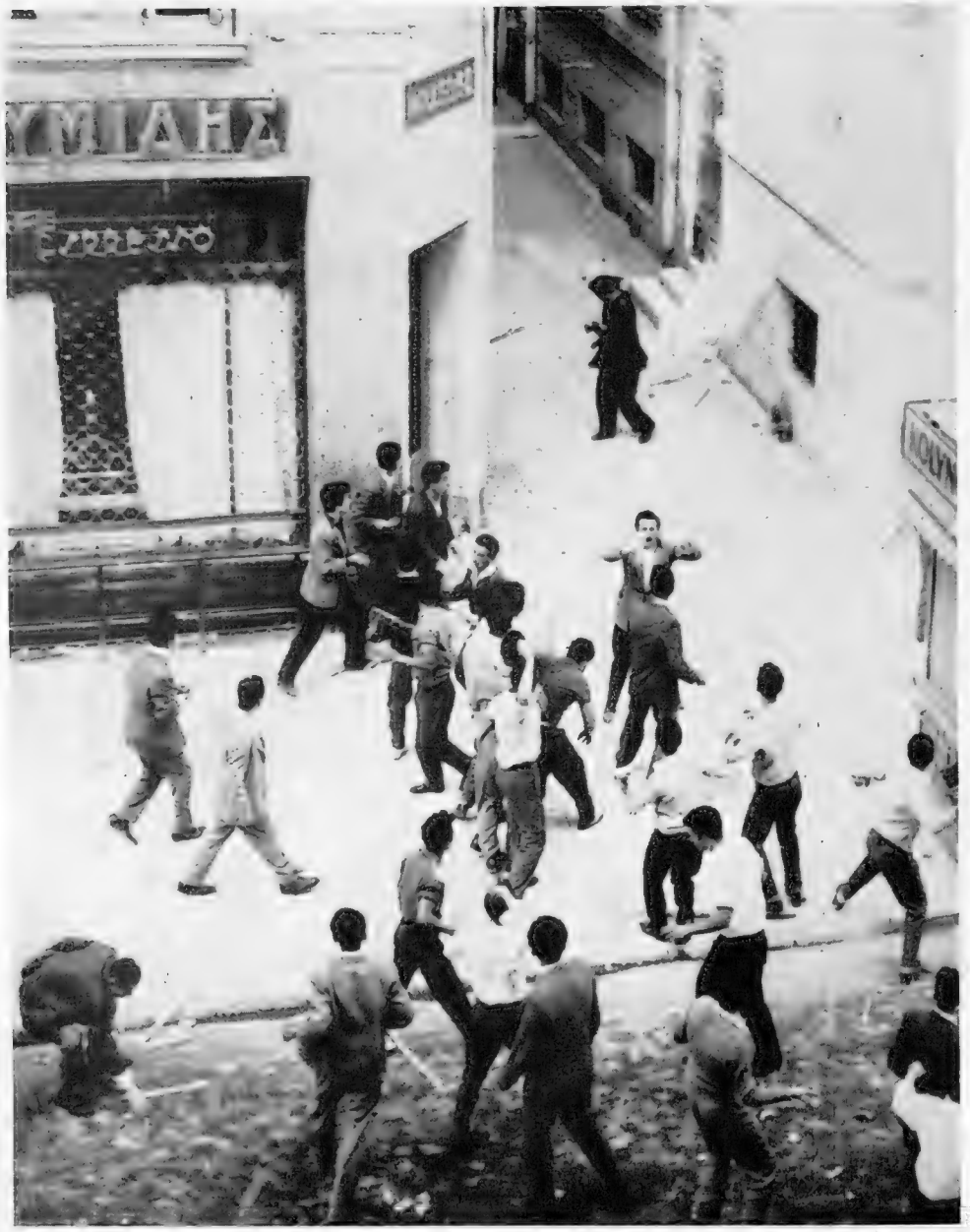
ATHENS STREETS RUN WITH BLOOD

Many Casualties in the Riots Against the Hanging of Terrorists in Cyprus

When Sir John Harding, the Governor of Cyprus, confirmed the sentences of death on two terrorists, the expected reactions followed. The condemned men were Michael Karaolis, aged twenty-three, convicted of murdering a Greek Cypriot policeman, and Andreas Demetrious, aged twenty-two, found guilty of firing at a British businessman.

In Athens, Archbishop Dorotheos, the Greek Primate, addressed a monster rally of protest. After the several thousand present had passed a resolution calling for a reprieve, the Archbishop asked those assembled to disperse quietly. In spite of this appeal, mobs ran riot and the city was given over to its worst day of violence since the Communist uprising of 1944.

In Cyprus itself, the terrorists made no secret of their intention of exacting retribution and threats were issued against the life of Sir John Harding.



INCITEMENT TO VIOLENCE: The leader encourages a gang of hooligans against the solitary policeman in the alley-way. In the riots in Athens an official statement said that three people were killed and 124 were injured. Several injured, including police, had bullet wounds.

AN ARREST IS MADE: Athens police take a demonstrator into custody. The riots occurred throughout the city in spite of an appeal from the Archbishop of Greece to the public to remain calm over the executions in Cyprus.

POLICE GO INTO ACTION: With their batons at the ready they issue from a doorway to attempt to break up one of the many ugly situations which had arisen in Athens on the day of the worst riots since 1944.

On left—
SECOND THOUGHTS: A young demonstrator runs rapidly from the police, who have drawn their batons.

On right—
SAFETY IN NUMBERS: A group of boys hurl stones and other missiles at the police. The hordes of youths who were rioting against the hanging of two terrorists in Cyprus were only brought under control when the police took stern measures.

A POLICEMAN IS THE VICTIM: He has been caught by himself and is being hustled away by a group of demonstrators. In the riots in Athens many policemen were among those who were injured.

THE END OF A PITCHED BATTLE: A mob begins to retreat as the officer comes in sight who is leading a police unit to disperse them. The riots followed a mass rally which had been addressed by the Primate of Greece and for which the Greek Government had lifted its ban on demonstrations.

MORE CARE AT THE CORNERS

Cutting Corners; International Racing; New Models from Britain's Factories; and More About the Urgent Problem of Road Improvements

By "THE SPHERE" MOTORING CORRESPONDENT

MANY drivers who should know better are often guilty of cutting corners or taking them too wide. That is one of the points made in an interesting report issued by the Rootes Driving School. An average of one in five of the experienced drivers check-tested by instructors of the school fail to reach the equivalent of the "pass" standard of the normal Ministry of Transport driving test, says the report.

An analysis of the results of a sample of several hundred drivers check-tested under the scheme showed that in addition to the 20 per cent. who failed, another 30 per cent. only just made the grade. All the drivers examined held full licences and spent most of their working week at the wheel. They included chauffeurs, lorry and van drivers and road representatives.

The most persistent faults of the "professional" drivers revealed by the analysis are:

Cutting corners or taking them too wide.

Approaching turns too quickly and in the wrong gear and changing down on the turn.

Taking insufficient care at quiet cross-roads.

Making insufficient use of driving mirror and hand signals.

Instructors also reported that a surprising number of drivers are poor at reversing round right- and left-hand corners. The drivers tested included the entire fleet personnel of a leading brewery, a number of large firms and a nationalised undertaking. More and more large firms are using the check-testing scheme for routine reassessments of the skill of their driving staffs and as "refreshers" to prevent men and women who are constantly at the wheel from becoming casual.

AT THE NEW YORK MOTOR SHOW: A general view in the Main Hall at the Coliseum, showing in the foreground part of the Jaguar stand. The new 2.4-litre Jaguar was introduced to the American market at the show, and created a big impression.

That was a fine performance by Mr. Tony Vandervell's new Vanwall in the *Daily Express* International Trophy meeting at Silverstone! Stirling Moss drove it to victory in an 180-mile race at an average speed of 100.47 m.p.h., which was faster than the old lap record for the three-mile circuit!

The 2½-litre Vanwall sounded as healthy when it finished the race as when it began. It set such a cracking pace that it forced two factory-entered Ferraris to retire. One of these red-painted, Lancia-engined cars, with distinctive side tanks, was driven by world champion Juan Fangio; the other by Britain's Peter Collins.

A crowd as big as that at Wembley for the Cup Final cheered like mad at the sight of two British cars—of different makes—out-pacing the two Ferraris and leaving them behind. Mike Hawthorn made the running at first, in a B.R.M. But after setting up a new lap record at 102.3 m.p.h. and leading the field for 13 laps, Hawthorn dropped out through clutch trouble.

The other Vanwall taking part—it was driven by Harry Schell—also broke down. It was simply a cracked fuel injector pipe, but it could not be easily replaced and from then on Moss had to carry the Vanwall banner unaided. He did the job so well that he went on to win after leading from the fourteenth of 60 laps. On fourteen separate laps he equalled Hawthorn's new track record.

When the Vanwall, with its high tail and slender nose, flashed past the chequered flag, it was a proud moment for Mr. Tony Vandervell, the millionaire engineer who has financed and built the Vanwall as well as personally helping to design it.

The David Brown organisation have announced a new Aston Martin—a fixed-head coupé version of the famous D.B.3 S racing car. It is capable of 150 m.p.h.

Mr. David Brown himself had a lot to do with the styling of this handsome car. The aerodynamic body is in aluminium but the new car has the same chassis as the D.B. 3 S and the same engine: a 6-cylinder 2.9-litre unit giving 210 b.h.p. Features of the car include four-speed David Brown gear-box with a central gear lever, Girling hydraulic brakes, three dual-choke Weber carburettors and a single-plate clutch.

Suspension is by trailing links on all four wheels. The front wheels are independently sprung by torsion bars located in a transverse chassis tube, while the rear suspension is also on torsion bars. These features, coupled with stiff tubular chassis, give excellent road-holding.

The new 2.4-litre Jaguar was introduced to the American market for the first time at the international motor show in New York. It made such a big impression that the firm's previous high dollar-earning record is certain to be eclipsed by even higher earnings in 1956.

At a convention of 150 American Jaguar dealers in New York at which Sir William Lyons, the Jaguar chairman, presided, the meeting unanimously requested that the allocation of 2.4-litre models to the United States be doubled. Sir William, in the course of a transatlantic 'phone talk with factory executives in Coventry, stated that the total sales estimate for all Jaguar models in the U.S.A. for 1956 is over 20,000,000 dollars, an increase of more than 80 per cent. over the previous best year. At the Jaguar factory at Coventry production is running at nearly double the output of 1955 and a full five-day week with overtime and night shift is in operation.

Goodyear set a new world's record for the number of tyres made by a single organisation when its 675,000,000th pneumatic tyre came off the production line recently. In establishing this new high mark for its total production of pneumatic motor vehicle tyres, the company also shattered another record by turning out its latest 25,000,000 units in eight months. Formerly, nine months were needed to produce this figure.

Commenting on these figures, the Goodyear chairman, Mr. P. W. Litchfield, whose fifty-five years with the company have spanned nearly all of its tyre manufacturing, contrasted the firm's present tyre production with that of the early days. He said that it took seventeen years for Goodyear to build its first 25,000,000 units.

The best thing about the ill-starred Mille Miglia, from Britain's point of view, was the magnificent performance of young Peter Collins in gaining second place only 12 minutes behind the winner, Eugenio Castellotti. Both drove Ferraris, and cars of this make also filled the next three places.

Although this amazing 1,000-mile race counts for the world sports car championship, neither Jaguar nor Aston Martin entered any factory cars, although there were a few privately-entered Jaguars. Britain was also represented by a gaggle of M.G.s, Triumphs, Austin-Healeys, Sunbeams and a few other makes. A Jaguar driven by a Frenchman came first in the class for sports cars costing less than £1,100. A Porsche was second, followed by M.G.s driven by Peter Scott-Russell and Mrs. Nancy Mitchell respectively. Mrs. Mitchell, who lives at High Wycombe, was accompanied by Miss Pat Faichney, of Chester. They were Britain's first all-women team to take part in the Mille Miglia and Mrs. Mitchell did extremely well.

Miss Sheila Van Damm and Mr. Peter Harper drove one of the new Sunbeam Rapier saloons into fourth place in the class for 1,600 cc. touring cars, and another Rapier with a German crew finished fifth. The class was won by a 1,500 cc. Porsche and cars of the same make also filled second and third positions. With engines of only 1,300 cc., the Sunbeams did well and gave an impressive demonstration of their reliability.

Castellotti's average speed of 85 m.p.h. was some 13 m.p.h. slower than the record average set up last year by Stirling Moss when he won in a German Mercedes. The difference is accounted for by the weather. The roads were dry in 1955. This year the drivers encountered torrential rain.

Moss, driving a Maserati this year, retired half way round the course, after leaving the road and coming to rest against a tree. He was not very happy about the car before he started. It was a new model and there was a last-minute scramble to get it ready for the race.

I had the use of one of the new Sunbeam Rapiers for a few days recently and I think it is a most interesting little car. I say little deliberately, for it is a compact saloon, with an engine of only 1,300 cc. and it makes no pretence of being anything more than a four-seater. The performance is very lively and the inclusion of a Laycock-de Normanville overdrive unit as a standard fitting gives the Rapier a six-speed gear-box. Overdrive top is a very useful ratio for fast cruising on suitable roads and gives a top speed of between 85 and 90 m.p.h. What a pity the gear lever is on the steering column! In a sports saloon of this kind it should be on the floor, especially as bucket seats are used and no one will ever try to squeeze three people in the front.

At £1,043 17s. including £348 17s. purchase tax, the two-door Rapier is good value. It is a smart-looking car without door pillars and is more of a "hard top" than an ordinary saloon. The rear window wraps round the sides of the body shell to give excellent visibility. The brakes and steering are good and the car's steadiness on corners taken fast will please all but the most fastidious. I like the way the instruments are grouped, especially the matching speedometer and tachometer dials. By comparing the m.p.h. and r.p.m. reading you get a useful idea of how the overdrive unit cuts down the engine speed.

A NEW MODEL FROM ASTON MARTIN: It is a fixed head coupé version of the famous D.B. 3 S racing car and is capable of 150 m.p.h. The aerodynamic body is in aluminium but the chassis is the same as the D.B. 3 S.

The Roads Campaign Council have produced a booklet, entitled *Ten Wasted Years*, to mark the anniversary of the road modernisation programme announced on May 6, 1946, and scheduled to be completed recently. Under the plan, 800 miles of motorways should have been built by now. Work has yet to start on the first mile. Also, 1,700 miles of existing trunk roads were to be modernised. "For the most part, they still remain dangerously inadequate," states the Campaign Council, which points out that in those ten years traffic has doubled from 3,110,000 vehicles to 6,260,000 and road casualties have increased from 162,546 killed and injured in 1946, to 267,922 killed and injured in 1955.

Of more than £2,600,000,000 taken in road taxation, the Government has spent less than £60,000,000 on new roads and major improvements. The Council urges the adoption of a ten-year, £750,000,000, road programme as a matter of urgency.

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

ROAD IMPROVEMENTS

Progress on the Cromwell Road Extension and the Ashford By-Pass

On left—

THE FIRST SECTION OF THE NEW CROMWELL ROAD EXTENSION NEARS COMPLETION: This view is from the junction of Eyot Gardens, Hammersmith, and shows the roadway which will provide a new approach for traffic to London's West End, from the Great West Road at Chiswick. It will do much to relieve the present heavily-congested road through Kensington, but it will also bring with it problems of its own, notably congestion at Hammersmith. However, after the completion of the first section of the roadway, at about the end of the year, Hammersmith Broadway will be made into a one-way traffic system. This will ease the present confused traffic tangle which has deteriorated since the completion of the junction of the Great West Road with Chiswick High Road thirty years ago.

T TWO POINTS ON THE NEW ROADWAY: *Left*—This subway for pedestrians is under construction near St. Paul's Church, Hammersmith. *Right*—The end of Stage I of the new extension, showing houses awaiting demolition in British Grove before the continuation of the extension. The new roadway will have a dual carriageway and will cross Hammersmith Bridge Road to link up with Cromwell Road. Part of the construction has included the widening of an existing road.

THE NEW DUAL CARRIAGEWAY ON A SECTION OF THE ASHFORD BY-PASS, IN KENT, WHICH IS NOW NEARING COMPLETION: The two-mile by-pass will help to relieve traffic hold-ups caused on the main Folkestone Road through Ashford during the holiday seasons. Work began on the road before the war, but ceased soon after 1939, and was resumed after the end of hostilities, until 1948, when restrictions on capital expenditure caused the Government to order that work should stop. It was restarted in 1954 under the Government's Five-Year Plan for road improvements. Most of the bridges on the road were built before the war.

The World of Books—By VERNON FANE

HOW GERMANY LOST THE WAR

Six Decisive Battles Through Wehrmacht Eyes; Exploration and Anthropology; Reminiscences of the Folies-Bergère; New Fiction

SIX of the decisive battles of the last war are discussed from the German point of view in a book of importance, THE FATAL DECISIONS (Michael Joseph. 25s.). It is generally accepted that these battles combined to bring about the ultimate defeat of Germany—the Battle of Britain, the Battle of Moscow, El Alamein, Stalingrad, and the Battles of Normandy and the Ardennes.

Each chapter has been written by a German officer concerned at a high level with the prosecution of the German strategy, and with the implementing of Hitler's directives. This book makes clear among other things the degree to which Hitler was directly responsible for tactics as well as strategy and how impotent his generals were. In his foreword, however, Mr. Cyril Falls writes that the book would still be of high interest without the presence of Hitler.

The next three books are of exploration, climbing, anthropology or just plain travelling. They begin with Mr. Hassoldt Davis's SORCERER'S VILLAGE (Harrap. 16s. 6d.), a lively account of the author's journey into the jungles of the Ivory Coast, culminating with the discovery of a remote village where a school of sorcerers' apprentices really exists. A good deal of the trip was hazardous, as may well be imagined, but Mr. Davis and his pretty wife appear to have weathered it all with humour as well as courage. Their photographs are also well worth studying, whether they are of the local king who wore so many gold bracelets that he had an official arm-bearer, or of the Lobi girls who are "the nudest and nicest Africans."

THE FORBIDDEN MOUNTAIN (Macdonald. 16s.) is a record of an equally original quest, for in this M. Fernand Navarra has written of a 1952 expedition in which a party of six young men left Paris for eastern Turkey with the object of climbing Mount Ararat and having a look for the Ark itself. Whether they found it or not it would be as unfair to divulge as the solution to a particularly exciting thriller.

THE MASAI STORY (Michael Joseph. 18s.) has been written by Mr. Oskar Koenig, who has often visited this warrior tribe in Africa and has been on terms of such confidence with them that they have not only befriended him but explained their rites and customs and the construction of their hieratical society. The photographs show the warriors as immensely tall and thin, whether accoutred for hunting or, more domestically, engaged in carting water. They look, in fact, as if they had just stepped out of a Rider Haggard novel. A fascinating book, serious without being heavy, and admirably descriptive.

Now for three books which have nothing in common except that each has been written by a woman. The first is LES GIRLS (Michael Joseph. 15s.). It is a gaily autobiographical study of life as a chorus girl, as a dancer who has "trouped" over much of Europe, a member of the *élite* of the Folies-Bergère and as one of those lovely Dorchester Girls just before the war. Miss Constance Tomkinson is Canadian, a spirited writer and recollector and, as we see from the photograph of "La Girl," very pretty. Her amusing story has been illustrated with suitable *brio* by Mr. David Knight. *N.B.*—It will surprise no one to learn that the film rights have already been sold.

PRINCESS MATHILDE (Heinemann. 30s.) tells another kind of story. It is a scholarly, thorough and quite fascinating account of the life of the lady who was the niece of Napoleon, married the boorish Russian millionaire, Demidoff, and from that broken marriage returned to Paris, where her cousin, Napoleon III, showed her much affection and where her literary and political *salons* became famous. The Goncourt brothers, Flaubert, Taine, Renan and the two Dumas frequented her great house, but for many years her closest friend was Saint-Beuve. Her loves were many and often unhappy. In spite of the brilliance of its circumstances and the affection she inspired, her life story has a sad flavour to it. Madame Castillon du Perron is to be congratulated on the simplicity and taste with which she has arranged her voluminous material and on the sympathy and good sense which informs her writing.

As for the third book from this trio of gifted ladies, it is a collection of cookery recipes from all over the world, is called EPICURE'S CORNER (Heinemann. 16s.), and has been compiled with much wit and wisdom by Mrs. Maria Kozslik Donovan. Her advice is extremely practical and the results should be delicious.

PICASSO IN CONVENTIONAL MOOD: The great painter wears a bowler hat and evening dress for the première of the film *Le Mystere Picasso* at the Cannes Festival. The film won a special prize.

There are three novels this week which come from America and are feminine, at least as to authorship. Miss Mary McCarthy writes about a young, good-looking and highly intelligent woman and the messy kind of life in which she and her husband embroil themselves in a small New England community which, by and large, sounds like one of the most dispiriting points on any map in the world. A CHARMED LIFE (Heinemann. 15s.) is brilliant because it is Miss McCarthy's writing nature so to be. It is as keen in its observation and as incisive in its expression as a handful of razors, and it has real humanity.

THE GOLDEN JOURNEY (Collins. 15s.) is made of more soothing stuff. This is by Miss Agnes Sligh Turnbull and although it deals with such present-day actualities as elections, gangsters and the rhythm of social life in an American city, the story has a recognisably Victorian tone which by no means detracts from its effectiveness. Very pleasant in its sober, kindly way.

Although Napoleon still holds the lead as a subject for biographical fiction, the number of such books on the Dowager Empress of China must by now reach a very respectable score. The latest is by Miss Pearl Buck and that, in a different connotation, would be called perfect casting. Pearl Buck knows China as only someone who loves a country may know it. Besides that, she has not only many years' experience of its ways but, even more valuable, her vivid childhood memories of its countryside and its cities. Add the research that has been done on the theme of this novel and Pearl Buck's world-famous gift of narrative and you will understand that IMPERIAL WOMAN (Methuen. 16s.) is likely to be a success.

Wars, rumours of wars and sinister aftermaths of wars are dealt with in a group of interesting and poignant novels, some of them based solidly on fact and on personal experience. In 1944 General Eisenhower wrote that "the battlefield at Falaise is unquestionably one of the greatest killing-grounds of any of the war areas." This scene and the actions that took place in it have been chosen by Mr. Elleston Trevor for his new book, THE KILLING-GROUND (Heinemann. 13s. 6d.). This is neither a long novel nor one that aspires to show the whole scene, but it evokes the true atmosphere and the hour-to-hour reactions and talk of an English tank squadron taking their small, splendid part.

TUNES OF GLORY (Putnam. 13s. 6d.) is about soldiers, too, though the scene is set in peacetime Scotland and the war is recalled most forcibly through the exploits of the acting colonel of a Highland regiment barracks. This is Mr. James Kennaway's first novel. It proves that he is a good reporter and it promises that he will be a good novelist.

THE DAY THE CENTURY ENDED (Secker and Warburg. 15s.) is an American novel about soldiers in action that has very little in common with recent best-sellers from the same country on the same theme. For one thing, it does not concern "drafted" soldiers but a group of men who enlist before the war comes to them and are more or less the equivalent of our Territorials. For another thing most of them have normal feelings about things in either war or peace, and finally, the conclusions of the book are neither brutal nor tragic but hopeful and confident. Mr. Francis Irby Gwaltney writes about men in war rather than the annihilation of war, and he also writes with remarkable sensitivity.

Mr. John Wiles writes powerfully of a Resistance movement and of ethical rather than national concepts in SCENE OF THE MEETING (Chatto and Windus. 15s.). Although violent action, hardship, courage and danger are parts of the story of this novel it is primarily dedicated to Donne's theme that ". . . Any man's death diminishes me, because I am involved in Mankinde."

PASSIONATE PRIEST

A Sixteenth-Century European Traveller

In seventeenth-century Bologna there lived a man called Sebastiano Locatelli. He was a rather ordinary man perhaps, tall, with his face showing traces of smallpox, a sufferer from neuralgic headaches, but withal a man of gaiety and piety, with most of the faults common to us all, a lover of good wine, good food, and good company, and a certain fondness for women. His reactions to architecture, sculpture and painting, to the beauties of nature, were more or less conventional, and rarely, if ever, did he rise above the tastes and prejudices of his age. But Sebastiano Locatelli was quite a character. A priest with a roving, questing spirit, he journeyed from Bologna to Paris and back in 1664–65. He kept a record of his journey which is of more than usual interest.

In presenting Sebastiano's adventures Wilfrid Blunt has produced a most sensitive and valuable book. SEBASTIANO (James Barrie. 25s.) is based upon the priest's own, overlong script, but the author introduces a measure of order into the day-to-day programme, while maintaining the element of freshness that is part and parcel of Sebastiano's unmistakable style. The good priest would have us believe that he was a bit of a prude, and that kissing and caresses in wayside inns were not for him. But his protests lack warmth and his enthusiasms are fairly plain to see.

The tide of German justification flows strongly these days, and perhaps when reading a war narrative which bears the cautionary sub-title "a factual account from the German viewpoint" we should be more cautious than ever in our approach. In the present fashion, battles are won upon the field of propaganda, defeats are retrieved, and undecided encounters are given a new twist. THE DRAMA OF THE SCHARNHORST (Robert Hale. 15s.) is a most excellent narrative, and Corvette-Captain Fritz-Otto Busch has been circumspect in his marshalling of the known facts. But here is glorification of German arms, and in the end we see a brave ship go down amid overwhelming odds. She could not be defeated by gunfire. It was the "meanness" of torpedoes that did it. The facts and figures so sedulously quoted may all be true enough. But what do they add up to, and what is the sum total of the propaganda of which they form a part? That is surely the significant question.

Among the clowns of the world Emmett Kelly, the Kansas farmboy of thirty years ago, has carved for himself a special place. He is the tattered and torn clown, the miserable fellow with a hat retrieved from the dustbins, a tie that embraces his collarless neck, and a waistcoat of ancient lineage. He tells the story of his life under the Big Top and of his journey to fame with the aid of F. Beverly Kelley. CLOWN (Robert Hale. 16s.) is a well-told tale, and to members of the acting fraternity the evolution of "Willie" the tattered figure representing frustration and despair is of surpassing interest. Regarding his engagement in the Christmas circus at Olympia and of his first trip to London, the author is both frank and revealing. One can readily appreciate the impact of London theatrical digs in winter on this sensitive and likeable American. It is good to know that those first impressions of a hostile metropolis were superseded.

The country squires are almost liquidated, the parsons have infinite difficulty in attracting congregations, the villagers are leaderless, the farmers are richer, the old people are better cared for, and the young people are restless, seeking their entertainment in the town. These are only some of the conclusions reached by S. P. B. Mais in his valuable social study OUR VILLAGE TO-DAY (Werner Laurie. 18s.). The survey is based on visits to no fewer than fifty English villages, among them Woodstock, the village with a palace, Brill, the village that was once a spa, and Bloxham, the village with a public school. Despite his foreboding about village life Mr. Mais ends his odyssey upon a distinctly optimistic note.

R. de la Bere Barker, one of Africa's most renowned hunters, tells in RUFIJI (Robert Hale. 15s.) the story of his life in remote Tanganyika. The Rufiji River district is densely bushed and sparsely populated, and its abundance of wild life has given Mr. Barker the opportunity of making an intensive study of animals.

BLOOD ROYAL (Nelson. 12s. 6d.) is a colourful exposition of the origin and development of Royalty by Iain Moncreiffe, Unicorn Pursuivant of Arms, and Don Pottinger. A series of heraldic drawings adorns the text, which forms an admirable companion to *Simple Heraldry*, the work of the same authors.

The lowest-price luxury car

with fully automatic transmission

HUMBER SUPER SNIPE

To the luxury and high performance of the Super Snipe is added the pleasure of a fully automatic transmission. Tested and proved all over the world, the Borg-Warner transmission gives 'two-pedal' driving with better performance and more flexibility, without extra petrol consumption. It means tireless armchair driving, even in the densest traffic. With conventional or automatic gear change the Super Snipe is a car of distinction at a price unequalled for value amongst quality cars.

*** Humber Super Snipe Saloon £950 plus p.t. £476.7.0**
With automatic Transmission £1,075 plus p.t. £538.17.0
**Available with Overdrive £45 extra, plus p.t.*

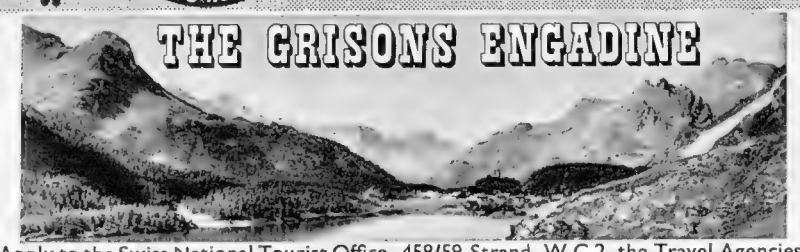
A product of

ROOTES MOTORS

BY APPOINTMENT
TO HER MAJESTY THE QUEEN
MOTOR VEHICLE MANUFACTURERS
ROOTES MOTORS LIMITED

HUMBER LIMITED · DIVISION OF ROOTES MOTORS LIMITED
LONDON SHOWROOMS AND EXPORT DIVISION · ROOTES LTD · DEVONSHIRE HOUSE · PICCADILLY · LONDON W.1

Pleasure never ends in **Switzerland**



Apply to the Swiss National Tourist Office, 458/59 Strand, W.C.2, the Travel Agencies, the Tourist Offices of the Resorts or to the Grisons Tourist Office, Coire, Switzerland

St. Moritz

THE KULM

A Leading Hotel of World-wide fame.

Sports Centre. Swiss Care.

A. R. Badrutt, General Manager.

THE CARLTON

Strictly First-class Hotel.

All Sports Facilities.

Splendid Situation.

R. F. Muller, Manager.

SUVRETTA HOUSE

St. Moritz

(6,200 ft.)

First-class for its Appointments, Cuisine and Personal Attention.

BERT CANDRIAN, Managing Director.

ST. MORITZ — HOTEL DU LAC
First-class Family Hotel of old standing. Near sources and baths. Park, Tennis, Orchestra. Full Board : S.Fr. 20 and up. Toni Cavelti, Director.

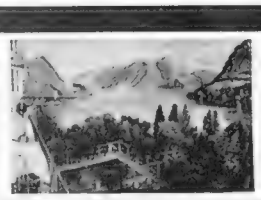
CELERINA Engadine — HOTEL CRESTA PALACE
First-class hotel. 5 min. from St. Moritz and Golf course. Quiet and protected site in own park. Tennis. Centre of excursions. Trout fishing. Geo. Bisenz, Manager.

SILS-MARIA/BASELGIA — HOTEL MARGNA
The most comfortable, beautifully-styled Engadine residence in grandiose position. (6,000 ft.) Manager : W. Scheel.

KLOSTERS — HOTEL SILVRETTA
Reasonable all-in terms, including tennis, swimming, fishing.
Book now for Winter 1956/57. Manager : Giorgio Rocco.

PONTRESINA KRONENHOF
THE TRADITIONAL ENGLISH HOUSE
250 beds and 140 baths. L. Gredig, Family.

TESSIN



LUGANO MAJESTIC HOTEL
Magnificent viewpoint in quiet position in centre of bay overlooking lake, bay, town and mountains.
Private Swimming Pool in large garden.
Open-air restaurant on lake.
Wires : Majestic, Lugano.

LUGANO — LLOYD HOTEL
First-class house, beautifully situated on the Lake Promenade.
100 beds (private baths). Brochure on application.

LUGANO-LIDO — STRAND HOTEL SEEGARTEN
Wonderful view of lake. Every comfort. Private beach. Terrasse restaurant. Excellent cooking. Garage. Ask for brochure. Owner : R. Huber-Sohm.

LOCARNO — HOTEL LA PALMA AU LAC
One of the most up-to-date hotels in one of the most beautiful resorts in Europe. Unrivalled situation on the lake. Full board (inclusive bathroom) from S.Fr. 30.

LAKE GENEVA/VALAIS

MONTREUX Lake Geneva — HOTEL EXCELSIOR
First-class. The hotel you will like for its splendid position, its comfort and good service. All sports. Gardens, garage, bar. G. Guhl, Manager.

MONTREUX — HOTEL BEAU-RIVAGE
The good little hotel facing the lake. Garden. Lift. Television. Parking. Lake bathing by the hotel. Excellent cooking. A. Curti, Manager.

ZERMATT — HOTEL ST'THEODUL
Modern family hotel, central situation, every comfort. Board S.F. 19 and up.

IVA ZURICH

AMATEURS ON THE STAGE

The W. H. Smith and Son's Amateur Dramatic Society in "Dear Octopus" at the Rudolf Steiner Hall, in London

IN "DEAR OCTOPUS": The members of the W. H. Smith Dramatic Society facing camera are, from left—Dorothy Hyde (as Dora); Robert Lenahan (Nicholas); Ann Gimblett (Edna); Chris Macdonald (Hugh); Lydia Chappell (Laurel); Jocelyn Palmer (Fenny); Helen Izant (Hilda); Isabel Jones (Belle); and William White (Charles). With backs to camera are, from left—Deric St. Julian Bown (Kenneth); Josephine Hartley (Cynthia); Susan Hyde (Scrap); Rosemary McKenzie (Flouncy); Stanley Nicholson (Bill); and Elsie Andrews (Margery).

***On right*— IN THE PLAY AT THE RUDOLF STEINER HALL: Isabel Jones, in the part of Belle Schlessinger (centre), is with William White, as Charles Randolph, on the left, and Dorothy Hyde, as Dora Randolph. The W. H. Smith amateur company produced *Dear Octopus* earlier in this month.**

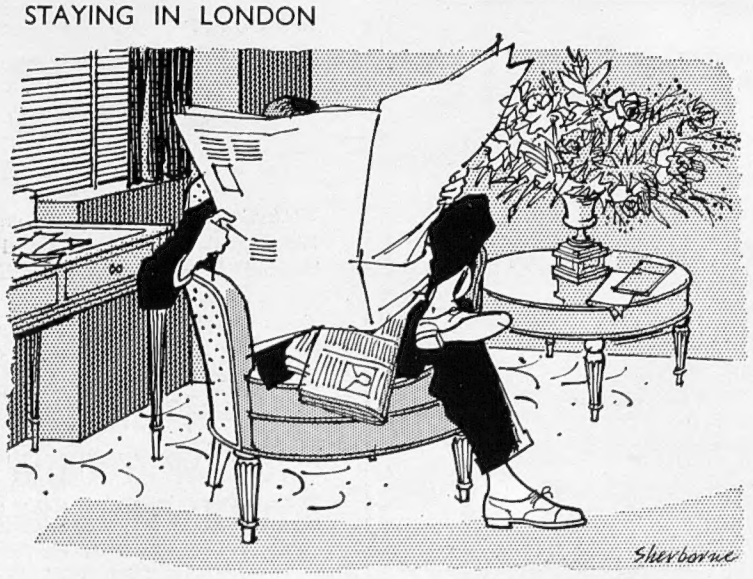
AN ART LESSON IN THE NURSERY: At the table Susan Hyde is on the left with Robert Lenahan. Rosemary McKenzie is in the centre with Deric St. Julian Bown and Elsie Andrews sits with them. At right, by the piano, is Stanley Nicholson. Miss Rona Laurie produced this show.

In their annual production for this year members of the W. H. Smith and Son's Amateur Dramatic Society set themselves a high task, and succeeded admirably. The choice of play was Dodie Smith's *Dear Octopus*. Three performances were given at the Rudolf Steiner Hall, in Baker Street, London.

This comedy of family life is deservedly popular. But it raises certain problems for amateur companies, or to any players, when a revolving stage is not available. Three complete stage sets are required and a colossal number of stage properties, totalling over a thousand and including numerous knives, forks and glasses.

Thus, besides the actual cast, a staff behind the stage is needed to work with smooth efficiency. The Smith's Society overcame all the problems with marked success. At each performance the changes of scenes were made rapidly and on no occasion was a single detail forgotten. Praise for such smooth working was especially due to Miss Rona Laurie, the producer, and her many willing helpers. The efforts behind the scenes were well rewarded by performances on the stage, which demonstrated that the players of W. H. Smith and Son's Amateur Dramatic Society are each year reaching higher standards.

STAYING IN LONDON



This kind of comfort is habit-forming

A personal service so attentive it almost anticipates your needs ; the serene comfort of a room that is as much a sitting room as a bedroom ; every room with a private bathroom and shower. Once you stay at The Westbury, the chances are you will never be satisfied with anything less.
Garaging ? Yes. Good food ? Of course ! Room Service ? 24 hours a day. A private salon for business conferences ? Certainly.
Rates from £3.10.0. single, £6.0.0. double.
No service charge. Member of C.C.F. Phone Mayfair 7755.
Overseas cables Westburotl, London.
If you would like us to send a brochure, write Guest Service 24, The Westbury, Bond Street, London, W.1.

the Westbury

A KNOTT HOTEL

THE LONDON HOTEL WITH A NEW CONCEPTION OF SERVICE

A Highland treasure

. . . a world of pleasure

VAT 69 *Finest Scotch Whisky*

By Appointment
To Her Majesty
Queen Elizabeth II
Scotch Whisky Distillers
Wm. Sanderson & Son Ltd

Wm. Sanderson & Son Ltd., Quality Street, Leith. London Office: 63 Pall Mall, S.W.1

BY APPOINTMENT TO HER MAJESTY THE QUEEN GOLDSMITHS AND CROWN JEWELLERS

WEDDING GIFTS in Regent Plate

REGENT PLATE *4 piece tea service* £45.0.0

For over 60 years, Regent Plate has been the recognised alternative to Sterling Silver. Articles made in it form an ideal Wedding gift. Here at '112' a large selection of Regent Plate articles is available, ranging from Condiment Sets to Wine Coolers and from Canteens to Hors d'Oeuvres Dishes. The high standards of material and craftsmanship used in the manufacture of Garrard's Regent Plate guarantee a lifetime's normal wear.

If a personal visit is not possible, a 48-page catalogue is available on request.

GARRARD & CO. LTD.

Crown Jewellers

formerly

THE GOLDSMITHS & SILVERSMITHS COMPANY LTD.

112 REGENT STREET · LONDON · W·1 PHONE · REGENT 3021

CROWN
OF
CROWNS
LIEBFRAUMILCH

If this fine wine—with the triangular label—isn't on your wine merchant's list please write for nearest supplier to Percy Fox & Company Ltd., 38, King William Street, London, E.C.4.

A Langenbach Hock

DEAUVILLE

"*La Plage Fleurie*"

Season Easter to October

2 REGULAR AIR SERVICES

SOUTHAMPTON – DEAUVILLE by SILVER CITY

(Several services a day)

Silver City, 11 Great Cumberland Place, London, W.1. 'Phone Paddington 7040

LONDON – DEAUVILLE by AIR FRANCE

from June 15th

Air France, 52, Haymarket, London, S.W.1. 'Phone Whitehall 4455

or Your Travel Agent

2 HOURS FROM PARIS BY RAIL OR ROAD

NORMANDY
HOTEL DU GOLF
ROYAL

·

Roulette · 30 et 40 · Baccara

·

10 GRAND GALAS at the AMBASSADEURS

·

August
GRAND BALLET
de MARQUIS de CUEVAS

2 GOLF COURSES

July 26 to 29 INTERNATIONAL SENIORS CUP

August 2 & 3 · International Omnium Championship.

July · August · September

40 days of RACING ON TWO RACE COURSES
(*150 million Francs in prizes*)

August 19 · Prix Morny
August 26 · Grand Prix de Deauville
August 28 · Prix Georges Courtois
August 30 · Prix de le Côte Normande

POLO · August 26 The Gold Cups. (World Open Championship) 20 Goal Teams.

SALE OF YEARLINGS in August

Chairman : François André

Discover

ICELAND

Land of sagas

Hot springs, volcanic landscape, crater lakes, superb waterfalls. Warmed by the Gulf Stream in summer. Here you can fish, ride, explore. Frequent air services from London and Glasgow, fortnightly sailings from Leith, and inclusive tours.

Enquiries to :-

ICELAND TOURIST
INFORMATION BUREAU

6b Princes Arcade, Piccadilly, London, S.W.1.
Telephone REGent 7661/2

EST 1790

(REGISTERED TRADE MARK)

SANDEMAN
SCOTCH WHISKY

The King of Whiskies

SANDEMAN & SONS LTD., EDINBURGH

A splendid Gift for Friends Overseas!

To mark the remembrance of a birthday or to celebrate an anniversary; for business friends or clients overseas, what better or more welcome gift can you give than a subscription to The SPHERE*?*

In every issue The SPHERE *records and illustrates important events throughout the world and contains many other features of outstanding interest, particularly of happenings in Britain and the Commonwealth.*

Your regular bookstall or newsagent will gladly arrange subscriptions for you. Alternatively, just write to The Publisher, The SPHERE*, Ingram House, 195-198, Strand, London, W.C.2.*

Subscription rates to THE SPHERE for 12 months:

Home £6.1.6 Overseas £5.19.0
Canada £5.14.6

You simply must buy

If you like digestive biscuits, you'll love Granola! So crisp and good and good-for-you. Just put a plateful out at meals and watch the family clear it!

Made by the makers of the famous Gipsy Creams and Chocolate Vienna.

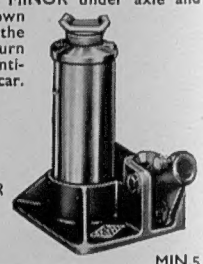
'Granola'
DIGESTIVE
Biscuits
Established 1817
MADE BY MACFARLANE LANG

SKYHI
"MINOR"

a child can use it

ONE-HAND OPERATION
NO KNEELING

The Skyhi "Minor" Hydraulic Jack is MINOR by name but MAJOR in performance. This exceptionally sturdy little jack, only 6½" high when closed, will lift your car with effortless ease. The long handle slides the MINOR under axle and with a few up-and-down strokes of handle the wheel is clear. A turn or two of the handle, anti-clockwise, lowers the car.



Made for every motorist.

PLEASE WRITE FOR ILLUSTRATED FOLDER

PRICE £5. 12. 6. from any Garage

MIN.5

SKYHI LIMITED
SKYHI WORKS, WORTON ROAD, ISLEWORTH, MIDDX.

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House, 195–198, Strand, London, W.C.2.*

TWO inquiries received recently set me thinking furiously. In each case the opening paragraph seemed an everyday inquiry: "An hotel at the edge of the sea." Then came the posers. In one case a lady, whose husband is an invalid, stipulated that the hotel must be absolutely on the level, and, although she did not say so, it clearly meant that only hotels with ground-floor bedrooms or a lift large enough to hold a wheel-chair could be considered. In the other case, a mother stressed that no road must intervene between the hotel and the sea. Their terms of reference narrow the choice drastically.

This week it may be of help to record those hotels personally known to me which may suit one or both my inquirers. The initial "C" indicates that the hotel is suitable for anxious mothers and the letter "I" indicates that it has the necessary facilities for the invalid.

Let us start with the Kentish coastline around Thanet. Ideal for children for the most part, the white cliff face often makes it awkward for invalids to reach the sands. The Beresford at Birchington-on-Sea (both "C" and "I") is an answer to both of my inquirers in that only the hotel's green lawns divide The Beresford from the sea, and the sands can be approached by a gentle ramp close to the hotel's entrance drive. Another good point in favour of The Beresford is that there is a wing of ground-floor bedrooms.

Omitting actual towns, the only other hotel that fits in the picture is The Fayreness Hotel (C) at Kingsgate. A large expanse of greensward divides the hotel from the cliff face, and though I would not suggest this hotel for wheel-chair holiday-seekers, this hotel is very suitable for convalescence outside the holiday season proper. The air off this part of the coast is notoriously bracing and the proprietor of Fayreness, a retired medico, can dispense most stimulating mixtures in the cocktail bar.

Clearly sometimes one has to depart slightly from one's terms of reference. The Imperial at Hythe is a case in point, for I am going to label it both "C" and "I." It is true that a roadway divides the hotel grounds from the sea promenade, but it is not a main one and timid mothers who have well-trained children need have no qualms about them being run over. The Imperial also has a children's playground of its own which, with its own attractions, is a serious competitor with the sea. The Imperial has a lift as well as its smaller relative, Stade Court, a few yards farther along the front. The next hotel proceeding westwards is The Cooden Beach Hotel, highly suitable for both "C" and "I", outside Bexhill. Here one is not only level with the sea, but a private gateway in the grounds leads direct on to the sea-shore.

Omitting all seaside towns, my next halting-place is that healthful stretch of Sussex coastline; I refer to the Witterings and Selsey, both of which are reached via Chichester. At East Wittering you will find the small (18 bedrooms) Old Barn, which is very definitely at the edge of the sea. This hotel is both "C" and "I," for though it has no lift there are a few ground-floor bedrooms. At Selsey note The Thatched House Hotel, where the sea washes the garden wall at high tide. I cannot recall whether there are any ground-floor bedrooms, but for parents with young children it could not be bettered; an excellent little hotel for those who prefer a homely environment.

In that stretch of sandy coastline which runs from Christchurch to Sandbanks, and for the most part comes under the generic name of Bournemouth, it is surprising how few hotels could be described as "at the edge of the sea." Recently I discovered two. Admittedly at Studland Dene Hotel, at the foot of Alum Chine, there is a short ascent to the hotel, but from a mother's angle it is ideal, as there is no road to cross; Mr. and Mrs. Knight, who personally run it, make a speciality of catering for parents with young children and lay on all the essential services. The other hotel, North Haven House at Sandbanks, I have only looked over, as it was not officially open when I called. Its position is charming, right on the water's edge of Poole Harbour, with a sandy strip for young children to play on.

Although I have ruled out towns, The Bay Hotel at Lyme Regis and the smaller Ship Ashore Hotel at Swanage fall into the "C" category in that both are situated on a small sea promenade with no road to cross. One has to go a long way in Devon before one finds an hotel which would fit in with our requirements and, omitting towns, my mind turns to Tides Reach Hotel on Salcombe's South Sands. Alas, this hotel must be excluded from this particular list, for it is not equipped for children nor have they the facilities for catering for wheel-chair visitors.

A few miles farther west The Links Hotel, at Thurlestone, fits into our mental picture. The approaching roadway almost runs along the sands. As its name suggests, golf is the main attraction, but the ease of access to sands and sea make it excellent for the family holiday generally and suitable for those with physical infirmity.

Many hotels in Cornwall are situated on a cliff face and it is rarely that one finds one on the edge of the sea. Prah Sands Hotel, in the Penzance neighbourhood, is possible both from a "C" and "I" angle, in that the hotel is on the level. The Nare Hotel, Veryan, can be considered, for although it stands on a slight eminence, a sloping road leads down to a sandy shore and ground-floor bedrooms make it suitable for both "C" and "I."

"At the Edge of the Sea"; what other hotels can I include under this heading? With the allotted space almost full, I can but list a few and leave it to you to write to the respective managements for details: The Marine Hotel, Instow, North Devon; The Imperial Hotel, Tenby, Pembrokeshire (an hotel lift takes one direct to the sands); The Grand Hotel, Frinton, on the Essex Coast; The Wentworth Hotel, Aldeburgh, in Suffolk; and, although the level golf links intervene, you will not better The Marine Hotel at North Berwick, whatever your age and physical fitness.

ABERDOUR, FIFE. WOODSIDE HOTEL
On the sunny Fifeshire coast, within three-quarters of an hour's reach of Edinburgh, this most comfortably furnished hotel is famous for its cuisine and cellar, and as a holiday headquarters has every amenity close at hand: Golf, Fishing, Tennis, Boating and Bathing. Tel.: Aberdour 8.

BANTRY BAY, Co. Cork. ARDNAGASHEL HOUSE
Twenty-five yards from the sea. An Irish Country House Hotel in glorious scenery, with goggle-fishing, bathing, sailing; or just eating, drinking and being lazy. Write R. Kaulback.

BRANCASTER. DORMY HOUSE HOTEL
For a Summer holiday here is the place for you on the dry, bracing and sunny Norfolk coast. First-class golf, also tennis, sailing, bird-watching, dancing, billiards, and a high regard for cuisine and cellar. Tel: 217.

DUBLIN. THE GRESHAM HOTEL
offers those visiting Ireland the utmost in bedroom comfort; 150 rooms with radio, central heating, iced water, and 24-hour service. Many private bathrooms and suites. The Gresham Grill, Cocktail Lounge and Ballroom are the social hub of Ireland's capital. For Reservations write T. O'Sullivan. Tel.: 46881.

NR. EDINBURGH, GULLANE. GREYWALLS
The only dour thing about this hotel is its name, for comfort and hospitality abound in this lovely Lutyens House. Within easy reach of city, first-class Golf, private Tennis Court, lovely Garden. Licensed. Tel.: Gullane 2144.

HONITON, S. DEVON. DEER PARK HOTEL
Offers entertainment for all ages over fourteen. Trout fishing, Squash, Tennis, Putting, Billiards. Excellent food, vintage cellar, Jersey herd, home farm produce. Terms 12–15 gns. inclusive, except fishing, 5s. daily extra. No Dogs. Tel.: 64.

JERSEY, C.I. ST. BRELADE'S BAY HOTEL
in Britain's farthest south, a delightful spot for early holidays. An unparalleled position, facing sands and sea. We provide first-class food and service for the discriminating. Nightly dinner dances. Cocktail lounge.

LINDFIELD, Sussex. COUNTY HOTEL
1 mile from Haywards Heath main line station, stands this lovely mansion, immune from sound of passing traffic. Its purport is mainly residential, with hotel catering and comfort happily blending with country house pursuits. Write A. G. Sturdy, Resident Director. Tel.: 2358.

LLANDUDNO, N. Wales. ST. GEORGE'S HOTEL
first on the front for cuisine, service and entertainment. Come this year to share the sea and scenery with us! Enjoy our excellent cuisine, ballroom and cocktail lounge. Free Golf. Write F. Perl. Tel.: 7873.

LONDON, N.W.4. HENDON HALL
First-class Hotel, once home of David Garrick. 20 mins. West End. Excellent cuisine; fully licensed; phones all rooms; suites with private bath. Hard tennis, Putting, Billiards, Swimming Pool. Adjoins Hendon Golf Club. Hendon 1456.

NINFIELD, Sussex. MOOR HALL HOTEL
(Cooden Beach 4 miles), has the Country House atmosphere you may be seeking. Riding stables. Saturday Dances. Hard Tennis Court, Golf, Cocktail Bar, and always someone genial to meet. Tel.: Ninfield 330.

RAVENSCAR, Scarborough. RAVEN HALL HOTEL
A self-contained, fully-licensed holiday hotel. Heated Swimming Pool, Golf Course, Putting, Tennis, Bowls, Billiards, Dancing (Orchestra), Cinema, TV.—all free to residents. Fully inclusive terms from 40s. per day. Tel.: Cloughton 233.

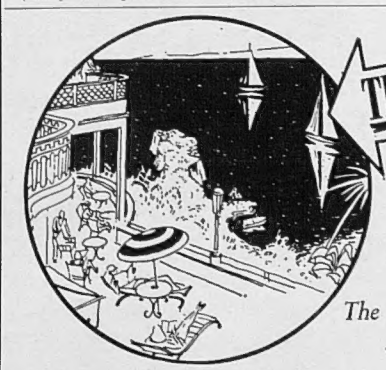
ST. IVES, Cornwall. THE GARRACK HOTEL
appeals to all appreciative of comfort, good food and cheerful atmosphere. Standing in own grounds overlooking the Bay—in the country, by the sea, yet only 10 mins. from the town. Reasonable terms. Licensed. Tel.: 199.

SIDMOUTH, Devon. BELMONT HOTEL
Best in its own class! Occupies excellent position extending to sea-front. Refined and unostentatious. Telephones in all bedrooms. No music or dancing, but fully licensed Famous for catering and comfort—always abreast of the times. Tel.: 1555.

SIDMOUTH. VICTORIA HOTEL
Facing sea. Food you will enjoy. An attractively furnished room. Breakfast in bed. Telephone and Rediffusion radio by your bedside. Dancing, Golf, Bridge, Putting, Cocktail lounge, Billiards. Come and be spoilt! Tel.: 951.

ROYAL TUNBRIDGE WELLS. THE SPA HOTEL
Faces the south and the sun, 400 ft. up in 65 acres of parkland. Thirty miles from London and the coast. Fully licensed. First-class cuisine. Lift, cocktail lounge and ballroom. Free golf on own sporting 9-hole course. Residential terms by arrangement. Tel.: 20331 (3 lines).

WEYBRIDGE, SURREY. OATLANDS PARK HOTEL
One of Britain's best-run Country Hotels, only 30 mins. from London's West End. Own Swimming Pool, Sporting Golf Course, Tennis, Squash, Dancing, Billiards, Bowls—all free to residents. 60 acres grounds, 150 rooms (many with private bath); self-contained suites. Moderate inclusive terms. Brochure. Weybridge 4242.



The spot to be in

Life has 'Continental' charm at the Imperial, Torquay. Tropical palms, blue skies, your own sunny beach, tennis, squash . . . or just relax in the luxury of Europe's finest seashore hotel. Write for Brochure G.

Tel.: 4301

The Imperial *TORQUAY*

THE ENGLISH HOTEL IN THE MEDITERRANEAN MANNER

LOOKING IN ON THE NAVY NO. 1

AIR-SEA RESCUE EXERCISE

SENIOR SERVICE Satisfy

ONE of the most significant and spectacular developments in air-sea rescue has been in the use of helicopters.

The Royal Navy is perhaps the leading exponent of this type of rescue, and it was a Naval Officer who thought out the scoop net, with which a casualty can be 'fished' out of the water in a matter of minutes.

The first man to be rescued by the net was a naval pilot, who was picked up three minutes after he had forced-landed in the sea. Since then many successful scoop net rescues have been made round Britain's shores, both of civilians and service personnel, and there is now a strong argument for including helicopters in the civilian life-saving services.

Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 195–198, Strand, London, W.C.2, and Printed in England by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2. SATURDAY, MAY 19, 1956. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.